

12-16-2004

## Meeting Notes 2004-12-16 [Part A]

Joint Policy Advisory Committee on Transportation

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**A G E N D A**

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**MEETING: JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION**

**DATE: Thursday, December 16, 2004**

**TIME: 7:15 A.M.**

**PLACE: Metro Regional Center, Council Chambers**

7:15	Call to Order and Declaration of a Quorum	Rod Park, Chair
7:20	Citizen communications to JPACT on non-agenda items	Rod Park, Chair
7:30	* Review of Minutes - <u>APPROVAL REQUESTED</u>	Rod Park, Chair
7:35	* Resolution 05-3523 Amending the Metropolitan Transportation Improvement Program (MTIP) to Include ODOT Public Transit Division Funding Allocations – <u>APPROVAL REQUESTED</u>	Ted Leybold (Metro)
7:40	* Developing FY06 Federal Appropriations Priorities and Revisions to Federal Reauthorization Priorities – <u>DISCUSSION</u>	Andy Cotugno (Metro)
7:50	* Metropolitan Transportation Improvement Program <ul style="list-style-type: none"><li>• Public Comment Report</li><li>• Policy Options to Narrow Final Cut List</li></ul>	Marilyn Matteson (Metro) Ted Leybold (Metro)
8:10	# Tri-County Lobby Effort on Legislative Proposal for Transportation Funding - <u>UPDATE AND DISCUSSION</u>	Randy Tucker (Metro)
8:20	JPACT Finance Committee - <u>DISCUSSION</u>	Rod Park, Chair
8:30	* Highway 217 Phase I Findings – <u>INFORMATIONAL</u>	Richard Brandman (Metro)
8:45	# Draft 2004 Performance Measures Report– <u>DISCUSSION AND COMMENTS</u>	Gerry Uba (Metro)
9:00	ADJOURN	Rod Park, Chair

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\* Material available electronically. Please call 503-797-1916 for a paper copy

\*\* Material to be emailed at a later date.

# Material provided at meeting.

All material will be available at the meeting.

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION  
NOVEMBER 17, 2004

MEMBERS PRESENT

AFFILIATION

Rod Park, Chair	Metro Council
Rex Burkholder, Vice-Chair	Metro Council
Matthew Garrett	Oregon Department of Transportation (ODOT – Region 1)
Fred Hansen	TriMet
Rob Drake	City of Beaverton, representing Cities of Washington County
Rod Monroe	Metro Council
Don Wagner	Washington State Department of Transportation (WSDOT)
Larry Haverkamp	City of Gresham, representing Cities of Multnomah County
Karl Rohde	City of Lake Oswego, representing Cities of Clackamas County
Roy Rogers	Washington County
Jim Francesconi	City of Portland

MEMBERS ABSENT

AFFILIATION

Maria Rojo de Steffey	Multnomah County
Bill Kennemer	Clackamas County
Bill Wyatt	Port of Portland
Royce Pollard	City of Vancouver
Stephanie Hallock	Oregon Department of Environmental Quality (DEQ)

ALTERNATES PRESENT

AFFILIATION

Dick Pederson	Oregon Department of Environmental Quality (DEQ)
Dean Lookingbill	SW Washington RTC
Susie Lahsene	Port of Portland

GUESTS PRESENT

AFFILIATION

Sign-In Sheet Missing

STAFF

Richard Brandman	Renee Castilla	Andy Cotugno	Tom Kloster
Ted Leybold			
Mark Turpel			

I. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Rod Park called the meeting to order and declared a quorum at 7:21 a.m.

## II. CITIZEN COMMUNICATIONS TO JPACT ON NON-AGENDA ITEMS

There were no citizen communications.

## III. REVIEW OF MINUTES

Mr. Fred Hansen stated that DEQC is actually EQC.

Mr. Matthew Garrett directed the committee to Issue Five - Action Taken and said that it should refer to the 150% Cut List.

ACTION TAKEN: Mr. Matthew Garrett moved and Councilor Rex Burkholder seconded the motion to approve the meeting minutes of October 14, 2004 as amended. The motion passed.

## IV. MPO SUMMIT II

Councilor Rex Burkholder presented the meeting summary for the MPO Summit II (included as part of this meeting record).

Councilor Rex Burkholder gave a brief statement regarding a meeting that he attended recently in California which included attendees from four states; California, Washington, Oregon and Alaska. He stated that the topic of conversation was I-5 and freight movement. In addition he met with the MPOs along the coast as well.

Councilor Karl Rohde stated that there should be a coordinated effort by Oregon's MPOs to in the legislature regarding Measure 37. He recommended beginning early in the session.

Chair Rod Park stated that there has been discussions recently regarding the relationship between Measure 37 and Air Quality Conformity and how the two are tied together. He stated that the other MPOs said that they appreciated that Metro had dealt with a lot of issues first and were able to lend advice to the remaining MPOs. He stated that staff would be preparing bylaws for the MPOs Summits.

Councilors Karl Rohde stated that the Governor had requested that Lane Shetterly work with the Attorney General in order to determine the effects of Measure 37. Therefore, Councilor Rohde would recommend inviting him to a JPACT meeting.

Councilor Rex Burkholder stated that he met with other MPOs from areas along the coast and there was a lot of curiosity for how the MPOs deal with their issues. He stated that there are a lot of issues regarding transportation for all MPOs and they are all dealing with similar issues.

## V. DRAFT RESOLUTION NO. 04-3498 FOR THE PURPOSE OF ENDORSING PRIORITIES FOR A LEGISLATIVE TRANSPORTATION FUNDING PACKAGE



Mr. Richard Brandman presented Draft Resolution No. 04-3498 For the Purpose of Endorsing Priorities for a Legislative Transportation Funding Package (included as part of this meeting record).

Mr. Matthew Garrett asked directed the committee members to the sixth Whereas of the Resolution and asked whether it was a comprehensive statement regarding the entire transportation system.

Mr. Richard Brandman responded that the statement is accurate for road but would recheck the numbers to determine if it included transit.

ACTION TAKEN: Mr. Fred Hansen moved and Mayor Rob Drake seconded the motion to approve Resolution No. 04-3498.

Mr. Fred Hansen stated that he has heard that there is “transportation fatigue” in the legislature, however he is hopeful that the Governors package would provide the necessary motivation for members of the legislature to become involved in a transportation package. He said that it is important for JPACT to be able to frame the issues by degree of importance. He said that the JPACT proposal is important to move forward.

Commissioner Roy Rogers stated that he would be voting no, because Washington County feels that they have more flexibility with their legislature. He said that with so many other issues facing Oregon right now, i.e. education, public safety, local city and county needs, transferring limited lottery dollars to private partners does not seem fair. He said that the proposal contains a significant amount of dollars allocated towards freight and rail. He said that Washington County could not support the resolution as written.

Mr. Matthew Garrett stated that he would be abstaining from the vote. Further, he stated that portions of the resolution and attachment (roads) are moving away from the Governors Package, particularly the infrastructure. He said that he would like to have ODOT stricken from those in favor of. He directed the committee members to the language concerning bonding against federal dollars and whether it was bonding against all federal dollars or to a specific pot or entity.

Chair Rod Park stated that many of the issues would need to be flushed out because the legislature has not met yet. However, it stated that it was important that JPACT take a position for the region.

ACTION TAKEN: Mr. Matthew Garrett moved and Ms. Susie Lahsene seconded the motion to strike ODOT from the second paragraph and sentence referring to "ODOT's efforts to explore more creative options for meeting our outstanding highway fund needs".

Councilor Karl Rohde stated that he intended to support the motion. He said that he agrees that education and other services are important, however by investing in transportation infrastructure would create more jobs and in turn would create more funding and would improve the overall economy.

Ms. Susie Lahsene stated that the Port of Portland supports the document. However, they are concerned of how it would play in the legislature because transportation investment has not risen to the same level as importance as it did last year. She further stated that laying the groundwork for future legislative session was important. She indicated that the Port of Portland is very interested in the Connect Oregon piece.

Mayor Rob Drake stated that he has heard the phrase transportation fatigue many times about the legislature. However, he stated that he has "do not have enough money fatigue". He stated that he has questioned how money has been spent in the past, both local transportation money as well as gas tax dollars on improving private rail lines. He stated that at some point there could be several businesses asking for assistance, i.e. air and marine. He said that while he would support the resolution, he emphasized the need for a funding option for local governments if large private national railroads would be benefiting from the resolution.

**ACTION TAKEN:** The motion to amend the resolution by removing ODOT from the second paragraph, 3<sup>rd</sup> sentence, under Road Infrastructure, passed.

Commissioner Roy Rogers stated that a reality that he has seen in Washington County and the State of Oregon is if there is division, there is a problem. He said that his concerns are not so much with the resolution but with the narrative because it goes right at the heart of local government funding. He said that by saying that lottery funds are logical source of investment opens the proposal up to contention. However, if there is a belief that there is significant support in the state to create a tax to support the railroads or private sector, then push for that and see if the legislature can support it. He further stated that it does not make sense to have language in a proposal or recommendation where there is already a large amount of opponents. He favored crafting language that removes the contention from the document.

Mr. Fred Hansen stated that is important to speak with one voice in the region. He said that as he read the proposal there were areas in which he did not agree, i.e. bonding against future increases of federal funding. However, because it was important to keep the process moving he was willing to support the document. He asked Commissioner Rogers if he could support the document with amended language.

Commissioner Roy Rogers concurred with Mr. Hansen and stated that bonding against future increases of federal funding was unrealistic. However, his primary concern was with Bullet #2 Non-Road Infrastructure Package, second paragraph, last sentence that refers to "lottery dollars being an appropriate source of funds for these investments."

Commissioner Jim Francesconi suggested deleting the sentence referring to lottery dollars.

Chair Rod Park reminded the committee members that non-road projects have a limited source of funds because of the limitations of gas tax dollars.

Mr. Fred Hansen stated that he concurred with the removal of the last sentence referring to lottery dollars as an identified source of funds.

Ms. Susie Lahsene stated that lottery dollars would be the dollars sought by the Governor to address the needs of non-road infrastructure. She asked if Washington County would be supporting the Port of Portland's projects.

Commissioner Roy Rogers stated that Washington County be fighting to defend the lottery dollars as a source of local funding.

Mr. Fred Hansen stated that the process would only work if there were regional consensus.

Commissioner Roy Rogers stated that he would be advocating for the projects but could not support the last sentence of paragraph two under Non Road Infrastructure Package.

ACTION TAKEN: Mr. Fred Hansen agreed to accept the removal of the last sentence of paragraph two under Non-Road Infrastructure as a friendly amendment.

Mr. Fred Hansen directed the committee members to page one, last sentence of paragraph three under Non-Road Infrastructure Package and suggested removed "next" and replacing it with "continuation". In addition, he directed the committee members to the second page - Bus Replacement, and stated that bus replacement is usually 25 years.

ACTION TAKEN: Mr. Fred Hansen moved and Mayor Rob Drake seconded the motion to strike the word next from the last sentence of paragraph three under Non-Road Infrastructure and replace it with "continued development" The motion passed with Mr. Matthew Garrett abstaining.

ACTION TAKEN: The motion to approve Resolution No. 04-3498 as amended passed with Mr. Matthew Garrett and Mr. Dick Pedersen abstaining.

## VI. JPACT FINANCE COMMITTEE

Chair Rod Park presented a memo from Richard Devlin dated 4/8/92 regarding the Formation of JPACT Finance Committee (included as part of this meeting record).

Chair Rod Park gave a brief description of the Finance Working Group and how it relates to JPACT.

Mr. Richard Brandman stated that the next meeting of the Transportation Finance Working Group would be December 13, 2004. He said that the agenda would include discussions of JPACT's recommendation and whether to have a measure on the 2006 ballot for improvements to the transportation system. He also stated that the Portland Business Alliance has released an RFP for an economic paper, which would better define transportation improvements related to economy. He stated that it would be a JPACT decision on whether that wanted to create their own Finance Committee to work with the Transportation Finance Working Group.

Mr. Matthew Garrett stated that the Transportation Funding Working Group has done good work and felt that there was no need for another group to be having a concurrent conversation. He

said that there are options to either amend or expand the working group but felt that it already has a good foundation in place.

Commissioner Roy Rogers stated that in 1992 when the Finance Committee was suggested it was because it was a way to work through different interests and come to an agreement that may not have occurred in the normal JPACT process.

Councilor Rod Monroe stated that the JPACT Finance Committee of mid 90s was driven by and populated by elected officials. He said that when Mike Burton appointed the Jay Waldron committee it was because he had felt that the elected officials did not have enough credibility to get a ballot measure passed.

Mayor Rob Drake reminded the committee members that while business support is important is ultimately the elected officials that are held accountable for what is done during their term.

Commissioner Jim Francesconi recommended crafting a joint group: JPACT members and the business members of the Transportation Finance Working Group.

Chair Rod Park suggested that the Finance Committee be reconstituted because it would be a way for JPACT to interface with the business leaders and get issues out on the table.

## VII. COMMENTS ON GOVERNORS TASK FORCE ON GLOBAL WARMING REPORT

Councilor Rex Burkholder gave a brief explanation of the history surround the Governors Task Force on Global Warming.

Mr. Angus Duncan, President of the Bonneville Power Foundation and member of the Governors Advisory Task Force presented the Global Warming Report.

Mr. Fred Hansen asked how they expected to be able to get to vehicle emissions standards passed.

Mr. Angus Duncan responded that the Governor would be putting together a group to determine if the legislature could adopt the new emission standards.

Mr. Fred Hansen responded that he did not think that was realistic. He further stated that while the preliminary report is good, it was only a first step and that additional work still was needed.

Mr. Dick Pedersen stated that the comments are constructive and useful and that a comprehensive look at greenhouse gas issues is important.

ACTION TAKEN: Councilor Rex Burkholder and Councilor Karl Rohde seconded the motion to approve the sending of the letter to Dr. Jane Lubchenco and Mr. Mark Dodson, Co-Chairs of the Governor's Advisory Group on Global Warming and allow staff to make any necessary corrections. The motion passed with Mr. Matthew Garrett and Mr. Dick Pedersen abstaining.

## VIII. PRELIMINARY COMMENTS ON PROPOSED TRANSPORTATION PLANNING RULE UPDATE

Mr. Tom Kloster presented the Preliminary Comments in Proposed TPR Update (included as part of this meeting record).

Mayor Rob Drake asked if staff had talked with legal counsel regarding ballot measure 37 implications.

Chair Rod Park also raised the question of how the land use and transportation decisions that are affected by Measure 37 would effect air quality conformity.

Mayor Rob Drake stated that the Governors Public Comments regarding compensating individuals rather than waving regulations were well intended but did not address the challenges faced by local jurisdictions. In addition, it is yet to be determined whether it would be the responsibility of the local jurisdiction to compensate an owner if the jurisdiction is only following state regulation or metro regulation. Further, it has yet to be determined if a local jurisdiction can wave a state or metro rule in order to avoid compensation.

ACTION TAKEN: Mayor Rob Drake moved and Mr. Fred Hansen seconded the motion to send the preliminary comments on proposed transportation planning rule update. The motion passed with Mr. Matthew Garrett abstaining.

## IX. MTIP/STIP PUBLIC COMMENT UPDATE

Ms. Gina Whitehill-Baziuk gave a brief summary of the MTIP Public meetings and presented the meeting summary (included as part of this meeting record).

Ms. Robin McArthur stated that she was pleased on how the joint meetings turned out. She further stated that it was interesting to hear comments on the entire transportation system.

Mr. Matthew Garrett stated that he heard positive comments regarding the joint meetings but indicated that there is still the need for ODOT to engage the public earlier in the process.

Councilor Karl Rohde complemented staff and stated that the information room associated with the testimony room was well done and assisted the public in being well informed in their commentary.

## X. ADJOURN

As there was no further business, Chair Rod Park adjourned the meeting at 9:21 a.m.

Respectfully submitted,

Renee Castilla

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2004-07 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE ODOT PUBLIC TRANSIT DIVISION FUNDING ALLOCATIONS FOR 2005. ) RESOLUTION NO. 05-3523  
)  
) Introduced by Councilor Rod Park  
)  
)

WHEREAS, projects selected to receive federal transportation funding must be included in the Portland Metro area Metropolitan Transportation Improvement Program (MTIP), which reports on the programming of all federal transportation funds to be spent in the region, and

WHEREAS, the Federal Transit Administration (FTA) requires all federally funded transit projects located within the Metro boundary be listed in the MTIP, and

WHEREAS, FTA recently requested all statewide allocations of transit capital projects located within MPO boundaries be recognized as individual projects in an MTIP, these projects were previously "bucketed" in the State Transportation Improvement Program (STIP), and

WHEREAS, the Oregon Department of Transportation (ODOT) Public Transit Division in Salem conducts a biennial statewide competitive process to disburse discretionary grant program funds to transportation providers and transit districts, and

WHEREAS, the funding for ODOT's discretionary grant program come through the Surface Transportation Program (STP) and are transferred to FTA Grant Sections 5310 and 5307, and

WHEREAS, preventative maintenance, the purchase of vehicles and contracted services for seniors and people with disabilities are all eligible transit capital expenses under this program, and

WHEREAS, TriMet, the City of Wilsonville (SMART), and Ride Connection were awarded projects by ODOT's Public Transit Division for federal fiscal year 2005, and

WHEREAS, these projects are consistent with Metro's Regional Transportation Plan, and

WHEREAS, these projects are determined to be exempt from findings of compliance with the Oregon state implementation plan for air quality or have already been found in compliance and the funding of these projects as defined in the federal appropriation are consistent with the time frame of the air quality analysis; now therefore

BE IT RESOLVED that the Metro Council amends the 2004-07 Metropolitan Transportation Improvement Program to include funding for the following projects in federal fiscal year 2005:

- \$ 583,245 TriMet - Replace 2 Large Buses (FTA Section 5307)
- \$4,536,526 TriMet - Maintain Lift Fleet & Lift Purchased Services (FTA Section 5310)
- \$ 314,056 SMART - Replace 2 Large Buses (FTA Section 5307)
- \$ 475,168 SMART - Preventive Maintenance, Replace 5 Vehicles, Bus Shelter & Purchased Services (FTA Section 5310)
- \$1,100,165 Ride Connection, Inc. - Computer Software, Replace 8 Vehicles, Purchase 7 Vehicles & Portland Impact Service (FTA Section 5310)

ADOPTED by the Metro Council this \_\_\_\_\_ day of \_\_\_\_\_, 2005.

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David Bragdon, Council President

Approved as to Form:

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Daniel B. Cooper, Metro Attorney

## STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 05-3523, FOR THE PURPOSE OF AMENDING THE 2004-07 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE ODOT PUBLIC TRANSIT DIVISION FUNDING ALLOCATIONS FOR 2005.

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Date: December 8, 2004

Prepared by: Ted Leybold

### BACKGROUND

The Metropolitan Transportation Improvement Program (MTIP) is a report that summarizes all programming of federal transportation funding in the Metro area and demonstrates that the use of these funds will comply with all relevant federal laws and administrative rules. To qualify to receive federal transportation funds, projects must be approved in the MTIP. The MTIP is updated every two years and amended as necessary to reflect current programming of federal transportation funds.

Every two years, the Oregon Department of Transportation (ODOT) Public Transit Division conducts a statewide competitive process to disburse discretionary capital grant funds to transportation providers and transit districts. The funding for this program comes through the Surface Transportation Program (STP) and gets transferred to the Federal Transit Administration (FTA) as Section 5307 and Section 5310. These funds are available to purchase capital items such as preventive maintenance, purchased services, as well as buses and vans.

Application packets are disbursed by ODOT to all known transportation providers and transit districts in the state of Oregon. Completed applications are reviewed and ranked by local governing bodies' transportation advisory committees. Applications are then forwarded to ODOT Public Transit Division where staff perform an eligibility review. Following staff review, a state committee made up of Public Transportation Advisory Committee (PTAC) members and chaired by an OTC commissioner reviews the recommended projects. The project list is distributed to all Metropolitan Planning Organizations (MPOs), Area Commissions on Transportation (ACTs) and governing bodies for comment. The final list of recommended projects is then presented to the Oregon Transportation Commission (OTC) for approval.

FTA requires all federally funded projects be included in the MTIP and STIP. Traditionally, ODOT's Public Transit Division has "bucketed" all discretionary funds in the state portion of the STIP. FTA has recently requested all of these transit projects located within an MPO boundary be broken out of the bucket and listed individually in an MTIP and the STIP.

Therefore, these transit capital projects need to be amended into the current MTIP to make the projects eligible to receive the funds.

Following are the transit capital projects located within the Metro region that need to be amended into the 2004-07 MTIP:

- \$ 583,245 TriMet - Replace 2 Large Buses (FTA Section 5307)
- \$4,536,526 TriMet - Maintain Lift Fleet & Lift Purchased Services (FTA Section 5310)
- \$ 314,056 SMART - Replace 2 Large Buses (FTA Section 5307)



- \$ 475,168 SMART – Preventive Maintenance, Replace 5 Vehicles, Bus Shelter & Purchased Services (FTA Section 5310)
- \$1,100,165 Ride Connection, Inc. – Computer Software, Replace 8 Vehicles, Purchase 7 Vehicles & Portland Impact Service (FTA Section 5310)

These projects have already been determined in compliance or are exempt from a determination of conformity with the Oregon State Implementation Plan for air quality.

## **ANALYSIS/INFORMATION**

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** Action would amend the 2004-07 Metropolitan Transportation Improvement Program, adopted by Metro Resolution No. 03-3381 (FOR THE PURPOSE OF APPROVING THE 2004-07 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA). This resolution programs transportation funds in accordance with the federal transportation authorizing legislation (currently known as the Transportation Equity Act for the 21<sup>st</sup> Century or TEA-21) and the federal Clean Air Act. This resolution is consistent with the Metro 2004 Regional Transportation Plan.
3. **Anticipated Effects** Adoption of this resolution is a necessary step to make these projects eligible to receive federal funds to reimburse project costs.
4. **Budget Impacts** Adoption of this resolution has no anticipated impacts to the Metro budget.

## **RECOMMENDED ACTION**

Approve the Resolution No. 05-3523 to amend the 2004-07 Metropolitan Transportation Improvement Program as recommended.

Metro Area Request List - '05 Authorizations and Appropriations Winners and Losers (so far)					
Project Type/ Name	Authorization (\$million)	Appropriations (\$million)	T&I House (\$million)	Senate (\$million)	Conference (\$million)
<b>Regional Highway Projects</b>					
I-5 Trade Corridor					
* I-5: Delta Park to Lombard Widening	32.800		10.000		
* Highway/Transit Trade Corridor	15.000	4.000	6.000		
Going Street Overpass		2.000			
Regional ITS		1.280			
I-205 Maintenance		1.000		1.000	1.000
Hwy 217:Tualatin Valley Highway to US 26	26.900		6.250		
Sunrise Corridor 1-205 to 172nd Ave. Hwy 224	32.000		3.000		
Columbia Intermodal Corridor			12.000		
* Ramsey Railroad Yard	11.000				
* Air Cargo Access Road	9.000				
SUB-TOTAL	\$ 126.700	\$ 8.280	\$ 37.250	\$ 1.000	\$ 1.000
<b>Regional Transit Priorities</b>					
	<i>This assumes that rail projects will not be dollar earmarked</i>				
South/North LRT Project Segments	<i>Reauthorization</i>				
Interstate MAX	Reauthorize	40.850	76.274	23.400	23.470
South Corridor/I-205	Reauthorize	9.213	Authorized		
Milwaukie Light Rail	Reauthorize				
North: Expo to Clark County	Reauthorize				
Wilsonville-Beaverton Commuter Rail Proj.	Reauthorize	25.000	Authorized	9.000	9.000
TriMet Bus and Bus Related	41.000	8.000		1.000	1.000
SMART Bus - Wilsonville	3.200		0.080		
SMART Park & Ride		1.000			0.500
AMTRAK Station S. - Phase II Oregon City		1.500			
Jobs Access/Reverse Commute: Bus		3.000		2.300	2.300
Portland Streetcar			Authorized	0.573	
Segment 1: to Lloyd District	Authorize				0.573
Segment 2: To Central Eastside District	Authorize	1.000			
Segment 3: To South Waterfront	Authorize				
Segment 4: To Lake Oswego	Authorize				
SUB-TOTAL	\$ 44.200	\$ 89.563	\$ 76.354	\$ 36.273	\$ 36.843
<b>Local Project Priorities</b>					
Clackamas County ITS Implementation		1.100			
Boeckman Road -Urban Village	8.000		3.000		
Lake Road (Milwaukie)	6.000		3.000		
Wilsonville-Barber Street Urban Village Connection	3.700	0.500	1.000	0.500	0.500
Gresham Civic Neighborhood LRT Station	2.700		0.480		
Gresham Springwater Project		1.500			
Rockwood Town Center	2.000	2.000	2.000		
North Macadam Access	8.000		9.000		
Sauvie Island Bridge	25.000	1.000			
Regional Culvert Retrofit – Phase 1	5.000				
Regional Trail Program – Next Phase	5.000		4.500		
Beaverton Hillsdale/Scholls Ferry/Oleson Rd	27.000				
Sellwood Bridge	16.000				
Gateway 102nd	3.000		7.800		
East Burnside - NW 23rd Ave. to East 14th	3.750				
SUB-TOTAL	\$ 115.150	\$ 6.100	\$ 30.780	\$ 0.500	\$ 0.500
<b>Research</b>					
Designated PSU - Federal University Transportation Research Ctr	2.500	ITS 1.000	Language	0.400	0.400
SUB-TOTAL	\$ 2.500	\$ 1.000	\$ -	\$ 0.400	\$ 0.400
<b>Channel Deepening Project</b>					
SUB-TOTAL	\$ -	\$ 15.000	\$ -	\$ -	\$ -
<b>Support for OTA Transit Requests</b>					
So. Clackamas Cty (Molalla) Transit Center		0.100	0.032		
City of Canby Transit		0.500	0.048		
City of Sandy Transit		1.200			
SUB-TOTAL	\$ -	\$ 1.800	\$ 0.080	\$ -	\$ -
<b>Support for Projects Outside Metro Area</b>					
Clackamas Government Camp U.S. 26		3.200		2.500	2.500
SUB-TOTAL	\$ -	\$ 3.200	\$ -	\$ 2.500	\$ 2.500
<b>Support for Washington/Clark County Priorities</b>					
C-TRAN ITS		2.000			2.000
I-5 Trade Corridor		8.000	10.000		
I-5/I-205 HCT Loop	Initial Authorization	2.000		1.500	1.500
Vancouver Area SMART TREK (VAST)	Authorization	1.500			
SUB-TOTAL	\$ -	\$ 13.500	\$ 10.000	\$ 1.500	\$ 3.500
<b>I-5 Railroad Bridge Swing Span Replacement</b>					
SUB-TOTAL	\$ 42.000	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 380.550	\$ 138.443	\$ 154.264	\$ 42.173	\$ 44.243

## EXHIBIT C

### Portland Region Priority Projects for TEA-21 Reauthorization Earmarking

The projects identified below are consistent with the following principles:

1. The region should have a relatively short list of priorities.
2. As a target, the region should seek authorization for projects under the New Start category that could reach the funding stage at some point during the 6-year authorization period (2004-2009).
3. As a target, the region should seek \$100 million in various highway earmark categories.
4. All projects must be consistent with the RTP Priority System.
5. Project requests should support and reinforce the land use plans of the region.
6. All project requests must be able to use earmarked funds within the six-year timeframe of the reauthorization bill.
7. The jurisdiction requesting a project earmark must be prepared to deliver an appropriate project within the earmarked funding amount regardless of the level of funding earmarked. Partial earmarks must be supplemented with alternate funding sources or scaled to an appropriate sized project.
8. There must be a strong base of support for the projects from governments, community and business organizations.
9. Members of the delegation must be willing to pursue the project earmark.
10. The overall regional list must be regionally balanced.
11. The adopted regional list will be described as the priorities of the region. Local requests outside of the adopted regional list will be strictly the priority of that jurisdiction.

A. Regional Highway Priorities - the following have been identified as regional highway priorities:

- I-5/Delta Park to Lombard (CON) .....\$32.8 million - Hwy Demo
- I-5/Columbia River Bridge (EIS) .....\$15.0 million - Borders & Corridors
- Highway 217-TV Hwy-Sunset Hwy  
(Westside Corridor Final Phase).....\$26.4 million – Hwy Demo
- Sunrise Corridor - Phase 1  
Preliminary Engineering & Right-of-Way acquisition .....\$32.0 million – Hwy Demo  
(Interstate 4R Discretionary can also be considered for funding earmarked)
- Columbia Blvd. Intermodal Corridor  
Ramsay Railroad Yard.....\$11.0 million – Freight Rail/Hwy Demo  
Air Cargo access .....\$ 9.0 million – Hwy Demo

B. Regional Transit Priorities – The following have been identified as regional transit priorities:

1. Projects to be reauthorized – Section 530 – New Starts:
  - Continue authorization for preliminary engineering and construction for the entire South/North project from Clackamas County to Clark County: 1. To complete Interstate MAX; 2. The Region's #1 priority for 'New Start' authorization and funding is the South Corridor Project; 3. To continue authorization and funding for Wilsonville to Beaverton Commuter Rail; 4. To allow for future extension of Interstate MAX: Expo-Clark College.

2. Projects requiring new authorization – Section 5309– New Starts:
  - Provide new authority for Willamette Shoreline Streetcar Extension: PSU Lake Oswego – authorization for preliminary engineering and construction.
3. New transit project funding earmarks – Section 5309 – Bus:
  - Earmark funds for TriMet bus expansion and replacement.
4. State of Washington – Section 5309 – New Starts:
  - Support RTC and C-TRAN request for new preliminary engineering authority for I-5 to I-205 Clark County LRT “Loop”.

C. Regional Livability Priorities: The following have been identified as community livability projects:

1. Boeckman Road (Wilsonville) .....\$8.00 Million – Highway Demo
2. Lake Road (Milwaukie) .....\$5.60 Million – TCSP/Highway Demo
3. Gresham Civic Neighborhood LRT Station .....\$2.70 Million – TCSP/New Starts
4. Kenton Feed-and-Seed .....\$2.00 Million – TCSP/New Starts
5. Rockwood Town Center.....\$2.00 Million – TCSP/Highway Demo
6. Bancroft/North Macadam Access .....\$8.00 Million – TCSP/Highway Demo
7. Sauvie Island Bridge .....\$25.0 Million – Bridge/Highway Demo
8. Regional Culvert Retrofit – Phase 1 .....\$5.00 Million – Highway Demo
9. Regional Trail Program – Next Phase .....\$5.00 Million – Highway Demo
10. Beaverton Hillsdale/Scholls Ferry/Oleson Rd. ....\$14.4 Million - Highway Demo
11. Wilsonville: Barber Road – Urban Village Connection .....\$ 4.20 million – Hwy Demo

D. The region also supports Portland State University’s request for designation as a Federal University Transportation Research Center.

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Note: It is not clear at this time how project earmarking will be implemented. As such, the categories noted above are preliminary and other funding categories may be more appropriate.





December 2004

# Public Comment Report

## Executive Summary

### Metropolitan Transportation Improvement Program (MTIP)

*Transportation Priorities 2006-09  
Investing in the 2040 Growth Concept*



**METRO**

PEOPLE PLACES  
OPEN SPACES

# Metro

*People places • open spaces*

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 24 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

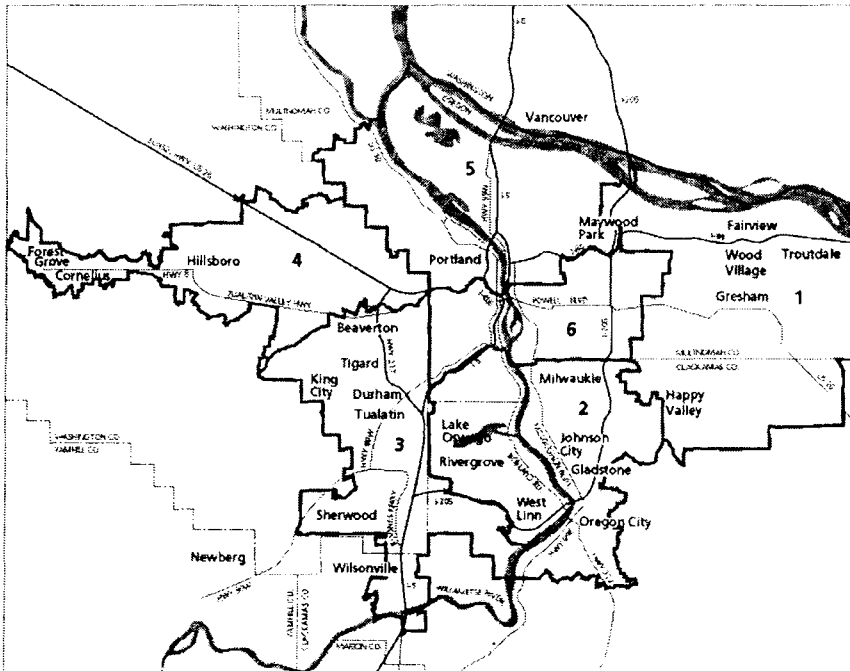
## Your Metro representatives

Metro Council President – David Bragdon

Metro Councilors – Rod Park, District 1; Brian Newman, deputy council president, District 2; Carl Hosticka, District 3; Susan McLain, District 4; Rex Burkholder, District 5; Rod Monroe, District 6.

Auditor – Alexis Dow, CPA

**Web site: [www.metro-region.org](http://www.metro-region.org)**



**Council districts**

# **Transportation Priorities 2006-09**

## **December 2004**

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## **Section 1: Overview of Comments**



## **Overview of Public Comments December 2004**

This executive report provides a summary of public comments received on project and program funding applications for the Transportation Priorities 2006-09, Metropolitan Transportation Improvement Program (MTIP). All comments received during the public comment period, October 15 – December 6, 2004, are summarized.

Transportation Priorities 2006-09, Investing in the 2040 Growth Concept, is a regional transportation funding program that identifies the highest priority projects to be constructed, or programs to be funded, with federal transportation revenues over the next four years. Local jurisdictions and partners submitted transportation project applications by June 30, 2004 for funding consideration. Eligible projects include road reconstruction and capacity projects, transit improvements, bridge replacement, boulevards, pedestrian improvements, bike and trail paths, green streets, freight, TOD and planning projects.

Four public comment “listening posts” were held in October in Portland, Oregon City, Gresham and Beaverton to give residents the opportunity to speak directly to decision-makers. Other comments were received in the form of letters, e-mail, comment forms, post cards, faxes, petitions, web site responses and telephone hotline. The website comment option recorded 408 comments during the comment period. In addition to comments, petitions were received on the Powerline Trail (North) project totaling 320 signatures.

The Metro Council will hold a public hearing on the draft final project list, tentatively set for Thursday, Feb. 17, 2005. (Please confirm the date and time with the Council Office, (503) 797-1540, or check the web site at [www.metro-region.org](http://www.metro-region.org).)

### **Comments in General**

The residents of the region spoke out in large numbers during the comment period. The number and wide range of comments indicates a continuing interest in the entire regional transportation system.

More than 1,200 comments were received from residents and business owners around the region on the proposed transportation projects. A wide range of projects received comments, with the Sellwood Bridge Replacement Study and the Springwater Trail: Sellwood Gap receiving the most attention.

Other Bike/Trail projects, including the Powerline Trail (North) and the Trolley Trail, also received a large amount of comments. Many Pedestrian, Road Reconstruction and Planning projects received a significant number of pedestrian comments, as well.

The comments indicate public interest in every facet of transportation improvement throughout the region. The need for safety and revitalization were often cited as reasons for supporting transportation projects. Access to nature was another theme relating to trails and multi-use paths. Economic development was cited for freight and road projects.

## **Section 2: Summary of Comments by Mode**

## Summary of Comments by Mode

A total of 1,209 comments were received on the 2006-09 MTIP proposed transportation projects.

### **Large Bridge Project**

A total of 108 comments were received on the **Sellwood Bridge Replacement Study**, with all but one in favor of a new bridge for safer cycling, walking and driving, and more efficient freight routing. The bridge was called “a death trap waiting to happen for cyclists” and vital for transportation connections. Some people wanted a new bridge in a new location, and one person thought the existing bridge should be preserved and widened. All comments agreed that there was an urgent need to do something about the dangerous condition of the Sellwood Bridge.

### **Bike/Trail Projects**

The bike/trail project category received 353 comments, the most comments of any mode category. Comments related to safety and connectivity of multi-use trails in the region.

**The Springwater Trail Sellwood Gap: SE 19<sup>th</sup> to SE Umatilla multi-use trail project** received 107 comments, all but one in favor of the project. Many comments related to the elimination of dangerous road crossings on the trail. Cyclists and walkers expressed delight with the trail and their desire to close the gaps for easier, safer trail connections.

**The Powerline Trail (North): Schuepbach Park to Burntwood Drive** in Beaverton received 65 comments in favor of continuing this important multi-use trail in a growing area with few parks. The trail was seen as a vital corridor linking homes, shopping and transit while protecting greenspaces and wildlife. In addition, petitions totaling 320 signatures were received in favor of funding this trail project.

**The Trolley Trail: Arista to Glen Echo** received 57 comments, all but one in favor of completion of this “long awaited” project. Comments mentioned the need for a safe, usable year-around linear park that would foster pride in the community and a leave a legacy for generations. It was also seen as a boon to Milwaukie Center revival.

**The Marine Drive Bike Lanes and Trail Gaps: 6<sup>th</sup> to 185<sup>th</sup> Avenue project** received 47 comments. Most comments were from cyclists who would use it more if proposed safety improvements were made. The trail was seen as providing scenic access along the Columbia River. It could be one of the best in Portland, if improved.

**The Rock Creek Trail: Orchard Park to Wilkens project** received 26 favorable comments. This trail is seen as the spine of the trail network in Hillsboro; greatly needed in a dense and growing area. It would connect neighborhoods to employment, shopping, light rail, parks and a new library.

**The Springwater Trailhead at Main City Park** received 21 comments in favor of providing needed facilities and connections to the Springwater Trail and light rail. It would provide a critical missing link in the path network.

**The Powerline Trail (South): Barrows to Beef Bend Road project** received 16 favorable comments. This trail is seen as providing an important multi-use corridor in an area lacking parks, sidewalks and north/south routes.

### **Pedestrian Projects**

All pedestrian projects received 158 comments relating to safety and pedestrian links.

**The Capitol Highway: Multnomah to Taylors Ferry project** received 59 comments asking for relief from a congested area devoid of paved sidewalks or shoulders on the roads. Safety was seen as a problem for walkers and cyclists, now using a dirt “goat” path. The path is seen as a vital link to schools, shopping, recreation and residential areas. One person said improving this path was a misuse of government funds.

**The Milwaukie Town Center: Main/Harrison/21<sup>st</sup> project** received 48 favorable comments. Most were printed postcards that requested funding for a project that enhances the town center’s livability and creates a pedestrian link to nearby parks. Some comments stressed safety improvements needed to reduce risks and improve mobility.

**The Tacoma Street: 6<sup>th</sup> to 21<sup>st</sup> Avenue project** received 21 comments, most in favor of further improving safety and aesthetics on this street for pedestrians and bicyclists. Three comments were against this project, partly because of proposed curb extensions.

### **Road Reconstruction Projects**

All road reconstruction projects received 101 comments, with the most interest in Lake Road and Naito Parkway improvements.

**The Lake Road: 21<sup>st</sup> to Hwy 224 project** received 57 comments in favor of safety improvements to improve driving conditions and protect children with sidewalks and bike lanes. This project was seen as a multi-modal link that would help revive Milwaukie and improve connections to Clackamas Regional Center.

**The Naito Parkway: NW Davis to SW Market project** received 25 comments, most in favor of reconstructing this street. Most comments expressed the need for street repair, sidewalks and bike lanes to increase traffic flow in an important part of downtown Portland next to Waterfront Park.

### **Boulevard Projects**

All boulevard projects received 84 comments, with Burnside Street receiving the most comments for improvements leading to economic development and greater access.

**The Burnside Street: Bridge to E. 14<sup>th</sup> project** received 44 comments, most in support of safety improvements for cyclists, walkers and autos. One person stated the need to transform the area into a Gateway to the City, called for in the Central City Plan. Others supported the project as important to business and economic growth. A few comments against the project called for traffic calming signals for bikes, and adjacent one-way streets.

The **Cornell Road: Saltzman to 119<sup>th</sup> project** received 20 favorable comments to help make it safer for bikes. One person said it was a miserable intersection that needed high priority funding. Others said the street had dangerous traffic with no bike lanes. Safe, healthy bike routes were requested for westside cycling.

The **Killingsworth: 1-5 Overpass & N Commercial to NE MLK project** received 16 comments, most in favor of improving the safety and access of this “long ignored” street. The project was seen as filling a missing link and promoting further residential and commercial growth in the area. One comment was against curb extensions.

## **Planning Projects**

All planning projects received 142 comments relating to the need for further planning for freight, trails, livable streets, bike information and transit.

**Bike Model and Interactive Map Regionwide** received 43 comments, most in favor of the “Map Quest for bikes” project. Comments highlighted the usefulness as roads change; the convenience of trip planning and the assistance in finding safer routes. One person said it is a great, low cost idea. One comment said it is not a priority because it is not hard to read a paper map.

The **Willamette Shoreline – Hwy 43 Transit project** received 39 comments, most in favor of funding this planning project. Bicyclists support the project for more bike lanes and less car traffic to dodge on Hwy. 43. This corridor is seen as being at or near capacity, with traffic increasing with development. Action is seen as critical for safety and access between the South Waterfront area and Lake Oswego. One person said there is little support in Lake Oswego for a rail line.

**Multi-Use Path Master Plans, Lake Oswego to Milwaukie** received 36 comments in favor of this planning project. Most comments wanted essential links in the trails system for livability, access, safety and recreation opportunities. A non-motorized river crossing was requested between Lake Oswego and Milwaukie.

## **Transit Projects**

All transit projects received 72 comments regarding the need for transportation links and access around the region.

The **Eastside Streetcar project** received 24 comments, most in support of the streetcar line for livability, access and economic development throughout the Central Eastside area, including Lloyd Center, Oregon Convention Center and OMSI. Comments against the project said it would increase auto congestion and it ignored the Hawthorne Bridge as a more cost-effective crossing.

**South Metro Amtrak Station** received 18 comments, most in favor of the enhancements to the existing train station and increased parking space. The project is seen as important for improving the popularity of Amtrak and supporting rail transport. Comments against the project stated that Amtrak should fund it and questioned whether it would ease auto congestion.

### **Transit Oriented Development Projects**

All TOD projects received 74 comments, most with praise for the program for helping to fund mixed-use transit-oriented projects around the region.

The **Regional TOD Urban Center Program** received 24 comments in support of mixed-use projects in urban centers but not along light rail. One small developer was very happy with TOD as “a smart way to get smart growth.”

The **Regional TOD LRT Station Area Program** received 25 comments, almost all in support of this tool to develop higher density projects and promote creative land development.

### **Freight Projects**

Fifty-four comments were received on the freight projects, with the N. Leadbetter Extension, Kinsman Road Extension and the Freight Data Collection projects each receiving 12 comments. Most comments requested completion of the projects for safety and better freight movement.

### **Road Capacity Projects**

All the road capacity projects received 40 comments, with the most comments (13) in support of the SE 172<sup>nd</sup> Ave. Phase I: Sunnyside to Hwy 212 project to increase traffic flow and aid economic development in the area.

### **Green Streets Projects**

Fifteen comments were received on the Green Streets projects, with the most comments (11) on the NE Cully Boulevard project, which was seen as unsafe and in need of sidewalks for school children.

### **Regional Travel Options Projects**

Eight comments were received on the Regional Travel Options programs and projects. The Three Travel Smart projects received 5 comments and the RTO Base program received 2 comments.

### **General Comments**

Some comments and suggestions were received that did not relate to a specific MTIP project. A total of 33 comments were general in nature. Some requested making bike paths and lanes safer and supporting bike commuters. Other comments related to the need for repairing and expanding roads for auto and freight movement.

### **Section 3: Table of Comments by Project**

TYPE	FIRST NAME	LAST NAME	CITY	PROJECT	COMMENTS ABOUT PROJECTS	
Letter	Chris	Asanovic	Cornelius	10th Avenue at Hwy 8 Intersections	Congested intersection needs safety improvements.	Pro
Letter	Joe	Darby	Cornelius	10th Avenue at Hwy 8 Intersections	Need safer, more efficient intersection for trucking.	Pro
Letter	Jeff	Duyck	Cornelius	10th Avenue at Hwy 8 Intersections	Pacific Harvest Supply asks for safer intersection.	Pro
Letter	Mayor Steve	Heinrich	Cornelius	10th Avenue at Hwy 8 Intersections	Need to make key improvements to turn city around.	Pro
Letter	Dick	Kline	Cornelius	10th Avenue at Hwy 8 Intersections	Supports funding for this project to improve safety to dangerous intersection that could be gateway to city.	Pro
Letter	Ken	Leahy	Cornelius	10th Avenue at Hwy 8 Intersections	Construction company needs safer intersection.	Pro
Letter	Fred	Prosser	Cornelius	10th Avenue at Hwy 8 Intersections	Truss Components asks for wider intersection.	Pro
Letter	Sabino	Sardineta	Cornelius	10th Avenue at Hwy 8 Intersections	Centro Cultural supports needed project for people.	Pro
Letter	Ken	Wessels	Cornelius	10th Avenue at Hwy 8 Intersections	Western Farm Service wants better intersection.	Pro
Testimony	Joshua	Chaney	Tigard	Ash Street Extension projects	Expressed support for this project as member of Downtown Task Force and homeowner.	Pro
Website	John	Frewing		Ash Street Extension projects	Don't fund until best route selected in public process.	Con
E-mail	Marland	Henderson	Tigard	Ash Street Extension projects	Needed for safety; don't let Tigard become slum.	Pro
Testimony	Mike	Marr	Tigard	Ash Street Extension projects	Task force working on improvement plan for Tigard.	Pro
E-mail	Lisa	Olson	Tigard	Ash Street Extension projects	Downtown Tigard is dying due to excess 99W traffic.	Pro
Testimony	Jan	Richardson	Tigard	Ash Street Extension projects	Needed for commuter rail and revitalization of town.	Pro
Testimony	Sue	Wirick	Tigard	Ash Street Extension projects	Citizens want to see reinvestment in downtown.	Pro
E-mail	Sue	Wirick	Tigard	Ash Street Extension projects	Anxious for downtown improvements; better access.	Pro
E-mail	Glen	Bridger	SW Portland	Barbur Blvd. Streetscape Plan	Needed for community and personal safety.	Pro
Letter	Glen	Bridger	SW Portland	Barbur Blvd. Streetscape Plan	Sidewalks needed for safer pedestrian crossings.	Pro
Website	Merlin	Larimer		Beaver Creek Culverts	Bravo to the saviours of the salmon!	Pro
Letter	Diane	Linn	SE Portland	Beaver Creek Culverts	County commissioners support this critical project.	Pro
Form	Anne	Madden	NW Portland	Beaver Creek Culverts	Supports this project as part of MTIP funding vote.	Pro
Letter	Lonnie	Roberts		Beaver Creek Culverts	Necessary road improvements with culverts.	Pro
Website	Jensi	Albright		Bike Model and Interactive Map Regionwide	Let's get this up and moving soon, more cyclists use	Pro
E-mail	Shara	Alexander		Bike Model and Interactive Map Regionwide	Will help bikers find safe routes to use.	Pro
Website	Eleanor	Blue		Bike Model and Interactive Map Regionwide	Would be a truly used resource, encourage biking.	Pro
Website	Elaine	Bothe		Bike Model and Interactive Map Regionwide	Would make easier to convert bike commuters.	Pro
Website	Sarah	Branum		Bike Model and Interactive Map Regionwide	Important to keep Portland bicycle and ped friendly.	Pro
Letter	Catherine	Ciarlo	NE Portland	Bike Model and Interactive Map Regionwide	Will enable cyclists to find safe routes to any place.	Pro
E-mail	Scott	Crabtree	NW Portland	Bike Model and Interactive Map Regionwide	Asks continued support for these projects.	Pro
Website	Julie	DiLeone		Bike Model and Interactive Map Regionwide	Investment will pay big dividends with more biking.	Pro
Website	Anna	Foucek		Bike Model and Interactive Map Regionwide	Supports this project, will encourage more bicyclists.	Pro
Website	Mary	Fulton		Bike Model and Interactive Map Regionwide	What a great idea, a map quest for bike routes!	Pro
Website	David	Garlock		Bike Model and Interactive Map Regionwide	Helpful utility to have; good for safety, too.	Pro
Website	Gary	Gumanow		Bike Model and Interactive Map Regionwide	Get 100's more staff at Intel to try bike commuting.	Pro
Website	Meredith	Hachemeister		Bike Model and Interactive Map Regionwide	Very handy to provide safe and bike friendly routes.	Pro
Website	Sarah Braun	Hamilton		Bike Model and Interactive Map Regionwide	Great idea and needed service; use with Trip Planner	Pro
Website	Kathryn	Harrington		Bike Model and Interactive Map Regionwide	Interactive map would be useful as roads change.	Pro
Website	Marilyn	Hayward		Bike Model and Interactive Map Regionwide	Show employees how to use for bike commuting.	Pro
Website	Holly	Hein		Bike Model and Interactive Map Regionwide	Directions would be awesome; create US attention.	Pro
Website	Amelia	Langston		Bike Model and Interactive Map Regionwide	Very useful in place of word of mouth for safe routes.	Pro
Website	Merlin	Larimer		Bike Model and Interactive Map Regionwide	Not a great priority (not hard to read a paper map).	Con
Website	Randell	Leach		Bike Model and Interactive Map Regionwide	Wonderful idea to figure out alternate routes.	Pro



TYPE	FIRST NAME	LAST NAME	CITY	PROJECT	COMMENTS ABOUT PROJECTS	
Website	Lois	Leveen		Bike Model and Interactive Map Regionwide	Great way to get more people biking.	Pro
E-mail	Kiran	Limaye		Bike Model and Interactive Map Regionwide	Remarkable impact for transit, do same for bikes.	Pro
Website	Richard	Lum		Bike Model and Interactive Map Regionwide	Nice to have a biking interactive map of some sort.	Pro
Website	Joshua	Mann		Bike Model and Interactive Map Regionwide	Great low-cost idea; I would use if available now.	Pro
E-mail	Evan	Manvel	SE Portland	Bike Model and Interactive Map Regionwide	Supports this project as year-round bike commuter.	Pro
Website	Kenneth	Maupin		Bike Model and Interactive Map Regionwide	Would run errands by bike if make more convenient.	Pro
Website	Deb	Meihoff		Bike Model and Interactive Map Regionwide	Fully support as way to realize predominant mode.	Pro
Website	Nick	Neumann		Bike Model and Interactive Map Regionwide	We are developing a mapquest for bikes program.	Pro
Testimony	Jack	Newlevant	SE Portland	Bike Model and Interactive Map Regionwide	Long-time dream for a bike interactive map.	Pro
Website	Jessica	Roberts		Bike Model and Interactive Map Regionwide	Searchable system would be useful, make safer.	Pro
Website	Graham	Ross		Bike Model and Interactive Map Regionwide	Make sure TriMet Trip Planner system involved.	Pro
Website	Graham	Ross		Bike Model and Interactive Map Regionwide	Can solution use web-enabled cell phones?	Pro
Website	Graham	Ross		Bike Model and Interactive Map Regionwide	Use statistical model to understand biker psyches.	Pro
Letter	Corey	Sevigny	SE Portland	Bike Model and Interactive Map Regionwide	Current maps good but need more details, routes.	Pro
Website	Luke	Skywalker		Bike Model and Interactive Map Regionwide	A great idea for bicycle trip planning.	Pro
Website	William	Space		Bike Model and Interactive Map Regionwide	Often spends time to find good bike routes.	Pro
Testimony	Amy	Stork	N Portland	Bike Model and Interactive Map Regionwide	Supports this project.	Pro
Website	Amos	Tsikayi		Bike Model and Interactive Map Regionwide	This would be fantastic; map doesn't have all paths.	Pro
Website	Kelda	Van Patten		Bike Model and Interactive Map Regionwide	Very valuable for cyclists, would prevent accidents.	Pro
Website	Brian	Varricchione		Bike Model and Interactive Map Regionwide	Great addition to Metro's Bike There! maps.	Pro
Website	Peter	Welte		Bike Model and Interactive Map Regionwide	Online map something I've dreamed of; cost effective.	Pro
E-mail	David	Yudkin	SE Portland	Bike Model and Interactive Map Regionwide	Important for bicycling and well-being of community.	Pro
Website	Suzanne	Zuniga		Bike Model and Interactive Map Regionwide	Yes; excellent way to assist in finding safer routes.	Pro
Testimony	Jeff	Bennett	Clackamas	Boones Ferry Road at Lanewood Street	Read letter from Jerry Smith, Clackamas County Economic Development Commission, in support.	Pro
Letter	Mayor James	Bernard	Milwaukie	Boones Ferry Road at Lanewood Street	Makes multiple improvements at intersection.	Pro
Website	Darcey	Eaton	Lake Grove	Boones Ferry Road at Lanewood Street	Current traffic patterns work well for stakeholders.	Con
Website	Brenda	Falson		Boones Ferry Road at Lanewood Street	Need signaled ped crossing at intersection to school	Pro
Testimony	Mayor Judie	Hammerstad	Lake Oswego	Boones Ferry Road at Lanewood Street	Provides safe route to school and a traffic signal.	Pro
Website	Aaron	Tarfman		Boones Ferry Road at Lanewood Street	Project leaves dangerous sections of Boones Ferry.	Pro
Testimony	Gregg	Weston	Lake Oswego	Boones Ferry Road bike and ped improvements	Spoke for Paul DeMarco; in support of new jobs.	Pro
Website	Josh	Alsberg		Burnside Street: Bridge to 14th Avenue	Very difficult and dangerous for peds and bikes.	Pro
Website	Robert	Annear		Burnside Street: Bridge to 14th Avenue	This is the start of expanding downtown Portland.	Pro
Website	Elaine	Bothe		Burnside Street: Bridge to 14th Avenue	Biking here is harrowing and dangerous; supports.	Pro
Website	Tobias	Boyd		Burnside Street: Bridge to 14th Avenue	Need traffic calming signals on intersection for bikes.	Con
Website	Sarah	Branum		Burnside Street: Bridge to 14th Avenue	Important to keep Portland bicycle and ped friendly.	Pro
Testimony	Kelly	Brunn	SE Portland	Burnside Street: Bridge to 14th Avenue	Opportunity for improvements along Burnside Street.	Pro
Website	Guy	Burstein		Burnside Street: Bridge to 14th Avenue	Would simplify my bike commute tremendously.	Pro
Letter	Catherine	Ciarlo	NE Portland	Burnside Street: Bridge to 14th Avenue	Convert hazardous area to safe, accessible routes.	Pro
E-mail	Scott	Crabtree	NW Portland	Burnside Street: Bridge to 14th Avenue	Asks continued support for these projects.	Pro
E-mail	Jeff	Fryer	SW Portland	Burnside Street: Bridge to 14th Avenue	A dangerous area to traverse; would be improvement	Pro
Website	Mary	Fulton		Burnside Street: Bridge to 14th Avenue	If safer for bicycling, route would be more efficient.	Pro
Website	David	Garlock		Burnside Street: Bridge to 14th Avenue	Safety problem for cyclists, especially crossings.	Pro
Website	Chris	Gates		Burnside Street: Bridge to 14th Avenue	Burnside rattles me when I ride; treacherous street.	Pro

TYPE	FIRST NAME	LAST NAME	CITY	PROJECT	COMMENTS ABOUT PROJECTS	
Website	Sarah	Hamilton		Burnside Street: Bridge to 14th Avenue	East end of bridge cuts cyclists loose in fast traffic.	Pro
Letter	Richard	Harris	NW Portland	Burnside Street: Bridge to 14th Avenue	Old Town Chinatown Vision supports this project.	Pro
Testimony	Lou	Harrison	SE Portland	Burnside Street: Bridge to 14th Avenue	Wentworth Chevrolet believes improvements to Burnside are important to their business.	Pro
Testimony	Jim	Kavtz	E Portland	Burnside Street: Bridge to 14th Avenue	Expressed support for this project.	Pro
Website	Merlin	Larimer		Burnside Street: Bridge to 14th Avenue	Need to split traffic between two adjacent one-ways.	Con
Website	Randell	Leach		Burnside Street: Bridge to 14th Avenue	Intersection of Burnside, Sandy, 12th very dangerous	Pro
Website	Lois	Leveen		Burnside Street: Bridge to 14th Avenue	Bicycle access on eastside very dangerous; I avoid.	Pro
Website	Keith	Liden		Burnside Street: Bridge to 14th Avenue	Good project but balance with other regional needs.	Pro
Website	Lance	Lindahl		Burnside Street: Bridge to 14th Avenue	Congestion will be eased and development prosper.	Pro
Testimony	Susan	Lindsay		Burnside Street: Bridge to 14th Avenue	Member of steering committee; would provide safer crossings to attract more families and children.	Pro
E-mail	Aimee	Marciniak	N. Portland	Burnside Street: Bridge to 14th Avenue	Needed for safe connection to east side for cyclists.	Pro
Website	Richard	Parker, Jr.		Burnside Street: Bridge to 14th Avenue	Strongly recommend to transform East Burnside into Gateway to the City called for in Central City Plan.	Pro
Testimony	Michael	Powell	NE Portland	Burnside Street: Bridge to 14th Avenue	Project will provide safer pedestrian environment.	Pro
Testimony	Martha	Richmond	NW Portland	Burnside Street: Bridge to 14th Avenue	Read Donald Mazziotti's comments of PDC support.	Pro
Website	Jessica	Roberts		Burnside Street: Bridge to 14th Avenue	Black hole for bikes; funds will pay off in long-run.	Pro
Website	Graham	Ross		Burnside Street: Bridge to 14th Avenue	I'm a daily bicycle commuter on this route.	Pro
Letter	Corey	Sevigny	SE Portland	Burnside Street: Bridge to 14th Avenue	Bike lane on Burnside and the bridge would be nice.	Pro
Testimony	Emily	Simon	NE Portland	Burnside Street: Bridge to 14th Avenue	Neighborhood Associations and small business owners and users urge this project be funded.	Pro
Testimony	Chris	Smith	NW Portland	Burnside Street: Bridge to 14th Avenue	Change from dividing barrier to a connector street.	Pro
Website	Jeff	Smith		Burnside Street: Bridge to 14th Avenue	East end of bridge nasty for cyclists; fix it.	Pro
Letter	Peter	Stark	Portland	Burnside Street: Bridge to 14th Avenue	Supports for safety, options on heavily used street.	Pro
E-mail	Peter	Stark	SE Portland	Burnside Street: Bridge to 14th Avenue	Needed for economic growth, high density towns.	Pro
Testimony	Amy	Stork	N Portland	Burnside Street: Bridge to 14th Avenue	Will make this area safer for bikes and commuters.	Pro
Website	Aaron	Tarfman		Burnside Street: Bridge to 14th Avenue	Bicycle access highly dangerous, need bike lanes.	Pro
Website	Brian	Varricchione		Burnside Street: Bridge to 14th Avenue	Need improved bike connections between bridge and Ankeny Street; a challenging connection, safety risk	Pro
Testimony	Paul	Verhoeven	W. Portland	Burnside Street: Bridge to 14th Avenue	Citizens advisory committee in support of projects to improve ped access and traffic flow through area.	Pro
Website	Paul	Wilson		Burnside Street: Bridge to 14th Avenue	East Burnside Corridor very challenging for cyclists.	Pro
Website	Vivian	Yuan		Burnside Street: Bridge to 14th Avenue	Vital component to include safe bike lanes, paths.	Pro
E-mail	David	Yudkin	SE Portland	Burnside Street: Bridge to 14th Avenue	Important for bicycling and well-being of community.	Pro
Website	Diane	Zipper		Burnside Street: Bridge to 14th Avenue	Access limited, as too dangerous on bicycle.	Pro
Website	Suzanne	Zuniga		Burnside Street: Bridge to 14th Avenue	Major route needs to be safer for cars and bikes.	Pro
E-mail	Don	Baack	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	No shoulders for biking or walking; muddy goat path.	Pro
Website	Kristi	Baack	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Need safer sidewalks for walking, bus stops.	Pro
E-mail	Steven	Blakesley	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Current dirt sidewalk dangerous; needs improvement	Pro
Letter	Sylvia	Bogert	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	SW Neighborhoods have urged funding since 1996.	Pro
E-mail	Glenn	Bridger	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Dangerous segment needs new bike/ped options.	Pro
Letter	Glen	Bridger	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	SW Portland behind in trans infrastructure; neglect.	Pro
Website	Gordon	Campbell		Capitol Hwy: Multnomah to Taylors Ferry	Moved to commute to work by bike; need safe lanes	Pro

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Letter	Catherine	Ciarlo	SE Portland	Capitol Hwy: Multnomah to Taylors Ferry	BTA supports to complete gap in bike/ped network.	Pro
E-mail	Scott	Combs	NW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Avid walker; sidewalks needed to complete link.	Pro
Website	Doreen	Crail		Capitol Hwy: Multnomah to Taylors Ferry	Would create safer path; sidewalks from PCC.	Pro
E-mail	Michele	Dearing	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Make Capitol Highway safer for pedestrians; I could walk more often on errands, reducing auto usage.	Pro
Website	Bernie	Deazley		Capitol Hwy: Multnomah to Taylors Ferry	Has fallen twice in ditch due to mud, slope, width.	Pro
Letter	June	DeSimone	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Please fix unfriendly stretch of road for children, peds	Pro
Website	Amy Miller	Dowell	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Strongly supports for improved safety and livability.	Pro
Testimony	Kay	Durtsche	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Bus pullouts needed to keep traffic moving.	Pro
Form	Kay	Durtschi	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Safety a big issue; need to finish project now.	Pro
E-mail	Tess	Enroth	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	A disgrace; we need crosswalks, sidewalks, bike lanes and a lower speed limit to lessen dangers.	Pro
E-mail	Sheila	Fagan	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Not safe to walk along Capitol to Multnomah.	Pro
E-mail	Sheila	Fagan	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	No place for grandson's stroller; please keep on list.	Pro
Website	Marianne	Fitzgerald		Capitol Hwy: Multnomah to Taylors Ferry	Links to major transit routes, schools, churches.	Pro
Form	Lillie	Fitzpatrick	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Bike and ped improvements badly needed for safety.	Pro
Website	Rose	Florek		Capitol Hwy: Multnomah to Taylors Ferry	Way past time for area residents to have sidewalks.	Pro
Website	John	Frewing		Capitol Hwy: Multnomah to Taylors Ferry	Complete the vision for continuous pedestrian route.	Pro
E-mail	Leonard	Gard	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Supports for safety, options on heavily used street.	Pro
Letter	Leonard	Gard	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Thank you for your support of this project.	Pro
E-mail	Bob & Gayle	Gordon	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Supports project for safer walking and bicycling.	Pro
Website	Jeremy	Grand		Capitol Hwy: Multnomah to Taylors Ferry	Unfinished link is a serious gap; needs sidewalks.	Pro
E-mail	Enid	Griffin	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Promote cleaner air, healthier people, saving fuels.	Pro
E-mail	Phil	Hamilton	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Sidewalk important to safety of peds and bikes.	Pro
Form	Nancy	Hand	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Very necessary project; been waiting a long time.	Pro
E-mail	Chris	Hughes	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Unsafe to walk; project needed to keep cars off road.	Pro
E-mail	Bette Lynn	Johnson	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Need paved sidewalks and bike lanes for safety.	Pro
Website	Merlin	Larimer		Capitol Hwy: Multnomah to Taylors Ferry	Ideal biking alternative to busy Barber Boulevard.	Pro
E-mail	Patty	Lee	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Move up in ranking for MTIP funding.	Pro
E-mail	Patty	Lee	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Rank higher as missing link, access to transit, safety and need to address stormwater issues.	Pro
E-mail	Patty	Lee	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Ped path, bike lane and paved street-short in SW.	Pro
Letter	Patty	Lee	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Vital link to schools, shopping, recreation, biking.	Pro
E-mail	Patty	Lee		Capitol Hwy: Multnomah to Taylors Ferry	Supports this project; laurel invasion of ROW.	Pro
Website	Keith	Liden		Capitol Hwy: Multnomah to Taylors Ferry	Disgraceful and dangerous bike/ped connections.	Pro
Letter	Barbara	Locke	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Her driving days are over; sidewalks are wonderful.	Pro
E-mail	Cherie	Lorenzo	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	My highest priority for the neighborhood; please fund	Pro
E-mail	Marilyn	McCarty	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Works in area and wants sidewalks; dangerous area.	Pro
E-mail	Janet	McKenzie	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Lack of sidewalks, very dangerous; would enhance.	Pro
Website	Peter	McMinn	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Capitol Hwy treacherous; little shoulder room.	Pro
E-mail	Susan	Mueller		Capitol Hwy: Multnomah to Taylors Ferry	Lack of sidewalks is a disgrace; would walk to work.	Pro
Website	Phil	Richman	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	A major improvement and nice connection.	Pro
Website	Jessica	Roberts	N. Portland	Capitol Hwy: Multnomah to Taylors Ferry	This stretch is scary for cyclists; fast-moving traffic.	Pro
Website	Kurt	Runzler	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Inadequate path unpleasant and dangerous now.	Pro
Website	Anna	Scalera		Capitol Hwy: Multnomah to Taylors Ferry	Pedestrians need safe sidewalks; disadvantaged.	Pro

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E-mail	Lynne	Schroeder	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Improving this path is a misuse of government funds.	Con
E-mail	Jeff	Schultz	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Walking beats driving; build the sidewalk!	Pro
Website	Don	Siess	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Lives on Capitol; sorely in need of improvements.	Pro
E-mail	Karen	Solomon	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Highway needs safe sidewalks to avoid accidents.	Pro
E-mail	Jeremy	Solomon	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Lack of sidewalks is dangerous and uncivilized.	Pro
Website	Kathy	Sugnet		Capitol Hwy: Multnomah to Taylors Ferry	Would increase safety and enjoyment of walkers.	Pro
E-mail	Charlie	Weiss	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Need safe route to school; ped and bike access.	Pro
E-mail	Jerry	Yudelson	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Dangerous given large amount of foot traffic in area.	Pro
Testimony	Jeff	Bennett	Clackamas	Clackamas County ITS at rail crossings	Read letter from Jerry Smith, Clackamas County Economic Development Commission, in support.	Pro
Letter	Mayor James	Bernard	Milwaukie	Clackamas County ITS at rail crossings	Enhances three railway crossings in Milwaukie.	Pro
Website	Merlin	Larimer		Clackamas County ITS at rail crossings	Crucial that freight and passenger trains synchronize	Pro
Letter	Robin	Lewis	Bend	Clackamas County ITS at rail crossings	Break new ground and set stage for better operations	Pro
Letter	Joseph	Marek	Clackamas	Clackamas County ITS at rail crossings	Address safety issues and re-route motorists.	Pro
Letter	Dennis	Mitchell	NW Portland	Clackamas County ITS at rail crossings	ITS Subcommittee supports this safety project.	Pro
Letter	Wilda	Parks	Clackamas	Clackamas County ITS at rail crossings	Better coordination at four intersections on UP line.	Pro
Letter	Ed	DeSantis	Gresham	Cleveland St. NE Stark to SE Powell	Long-time need to standardize well-used street.	Pro
Testimony	Sandra	Doubleday	West Linn	Cleveland St. NE Stark to SE Powell	Expressed support for this project.	Pro
Letter	Kathy	Everett	Gresham	Cleveland St. NE Stark to SE Powell	Long-term need to standardize, provide bike lanes.	Pro
Letter	Roger	Jolly	Gresham	Cleveland St. NE Stark to SE Powell	Addresses long-standing need to improve street.	Pro
Letter	Cliff	Kohler	Gresham	Cleveland St. NE Stark to SE Powell	Long-standing need to improve important link.	Pro
Letter	Sue	O'Halloran	Gresham	Cleveland St. NE Stark to SE Powell	Gresham Downtown Development Assn. supports.	Pro
Letter	Lonnie	Roberts		Cleveland St. NE Stark to SE Powell	Help with safe access to buses and light rail.	Pro
Letter	Bill	Willmes	Gresham	Cleveland St. NE Stark to SE Powell	Well used north/south collector lacking bike lanes and sidewalks; near schools and homes; unsafe.	Pro
Website	Bruce	Bartlett		Cornell Road: Saltzman Road to 119th Ave	Huge bottleneck, miserable intersection; high priority	Pro
Website	Sarah	Branum		Cornell Road: Saltzman Road to 119th Ave	Important to keep Portland bicycle and ped friendly.	Pro
Letter	Catherine	Ciarlo	NE Portland	Cornell Road: Saltzman Road to 119th Ave	Will help create destinations for businesses to thrive.	Pro
E-mail	Scott	Crabtree	NW Portland	Cornell Road: Saltzman Road to 119th Ave	Asks continued support for these projects.	Pro
Website	Joseph	Donnegan		Cornell Road: Saltzman Road to 119th Ave	Support safe healthy bike routes for westside cycling	Pro
Website	Tracey	Gamley		Cornell Road: Saltzman Road to 119th Ave	Desperately in need of bike path for safer journey.	Pro
Website	Kathryn	Harrington		Cornell Road: Saltzman Road to 119th Ave	Bike lanes absolutely critical in this area.	Pro
Website	Marilyn	Harrington		Cornell Road: Saltzman Road to 119th Ave	Dangerous section of roads without bike lanes now.	Pro
Website	Michael	Hilbrandt		Cornell Road: Saltzman Road to 119th Ave	Cannot advise anyone to take this route, currently.	Pro
Website	Brent	Johnson		Cornell Road: Saltzman Road to 119th Ave	Please complete the fine bike lanes on Cornell.	Pro
Website	Charlie	Jones		Cornell Road: Saltzman Road to 119th Ave	This stretch extremely dangerous for bicyclists.	Pro
Website	George	Peden		Cornell Road: Saltzman Road to 119th Ave	Strongly support project as daily bike commuter.	Pro
Website	Jason	Penney		Cornell Road: Saltzman Road to 119th Ave	Need separate, safe passage for peds, bikes, cars.	Pro
Website	Gary	Rennebohm		Cornell Road: Saltzman Road to 119th Ave	Encourage this project; make bike commuting safer.	Pro
Testimony	Amy	Stork	N Portland	Cornell Road: Saltzman Road to 119th Ave	Supports this project.	Pro
Website	Chris	Streight		Cornell Road: Saltzman Road to 119th Ave	This section of road needs to be safer for cyclists.	Pro
Website	Robert	Thoms		Cornell Road: Saltzman Road to 119th Ave	Clear bike lanes would vastly improve safety.	Pro
Website	Peter	Welte		Cornell Road: Saltzman Road to 119th Ave	Cornell dangerous due to traffic, lack of bike lanes.	Pro
Website	Lowell	Wetzel		Cornell Road: Saltzman Road to 119th Ave	Most dangerous sections of road need bike lanes.	Pro
E-mail	David	Yudkin	SE Portland	Cornell Road: Saltzman Road to 119th Ave	Important for bicycling and well-being of community.	Pro

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Letter	Bertha	Ferran	NE Portland	Cully Boulevard Green Streets Project	Hacienda Comm. Development Corp. supports for pedestrian safety, with sidewalks and bike lanes.	Pro
Letter	Kathy	Fuerstenau	NE Portland	Cully Boulevard Green Streets Project	Cully Assn of Neighbors supports for safety, livability	Pro
Letter	Kathleen	Kaczke	NE Portland	Cully Boulevard Green Streets Project	Rigler School in favor of sidewalks, safety of children	Pro
Letter	Sandra	Lefrancois	NE Portland	Cully Boulevard Green Streets Project	Central NE Neighbors supports improvements in an area that has historically been underserved.	Pro
Letter	Will	Levenson	NE Portland	Cully Boulevard Green Streets Project	Green Rigler Project urges showcase greenstreet.	Pro
Website	Anna	Scalera		Cully Boulevard Green Streets Project	Unsafe area; make a priority to redesign safe streets	Pro
Letter	Bob	Wise	NW Portland	Cully Boulevard Green Streets Project	Sustainable Development Comm. CAC supports this project as model of sustainable street design.	Pro
Website	Lance	Lindahl		Cully Boulevard: Prescott to Killingsworth	Desperately needed project to improve overall safety.	Pro
Website	James	Mcechron		Cully Boulevard: Prescott to Killingsworth	Traffic volumes have increased; put at top of list.	Pro
Website	Sean	Russo		Cully Boulevard: Prescott to Killingsworth	Unpaved streets eyesore; costs should be paid by nearest homeowner as it increases value of home.	
Website	Aaron	Tarfman		Cully Boulevard: Prescott to Killingsworth	Cully very dangerous; reduce speed limit.	Pro
Letter	Amy	Scheckla-Cox	Cornelius	E. Baseline: 10th to 20th	Needs to be a main street boulevard for livability.	Pro
E-mail	Joseph	Angel		Eastside Streetcar	Expressed support for this project on east side.	Pro
Testimony	Jeff	Blosser	NE Portland	Eastside Streetcar	Oregon Convention Center supports for economic development, compliment to headquarters hotel(s).	Pro
Testimony	Mike	Bolliger	SE Portland	Eastside Streetcar	Important to Central Eastside, Lloyd District and city	Pro
Testimony	John	Carroll	SW Portland	Eastside Streetcar	Chair of Portland Streetcar sees business benefits.	Pro
E-mail	Jeff	Fryer	SW Portland	Eastside Streetcar	Valuable transportation link to downtown Portland.	Pro
Website	Tobias	Grazini		Eastside Streetcar	Great project to fund; priority to make travel easier.	Pro
Website	Merlin	Larimer		Eastside Streetcar	Steel wheel revolution continues!	Pro
Website	Keith	Liden		Eastside Streetcar	Bike accommodation at start critical for project.	Pro
Testimony	Susan	Lindsay		Eastside Streetcar	Member of steering committee; this project is very important to the east side area.	Pro
Testimony	Tom	Markgraf	NE Portland	Eastside Streetcar	Rep. Earl Blumenauer letter supports this project.	Pro
E-mail	Rod	McDowell	SE Portland	Eastside Streetcar	OMSI supports MTIP funds for this project.	Pro
Testimony	Terry	Parker	NE Portland	Eastside Streetcar	Will add congestion, impact air quality and gas use.	Con
Website	Terry	Parker		Eastside Streetcar	Ignored cost-effective choice to use Hawthorne Br. A 6th Ave alignment would better serve community.	Con
E-mail	Sue	Pearce	SE Portland	Eastside Streetcar	Speaking for HAND and CEID, urges funding for streetcar, allowing more density and livability.	Pro
Testimony	Michael	Powell	NE Portland	Eastside Streetcar	Streetcar carries over 2 million passengers per year and will expand to RiverPlace and Macadam.	Pro
Testimony	Martha	Richmond	NW Portland	Eastside Streetcar	Read Donald Mazziotti's comments of PDC support.	Pro
Testimony	Rose	Rummel-Eury	Lake Oswego	Eastside Streetcar	Voiced support for this project.	Pro
Letter	Peter	Stark	Portland	Eastside Streetcar	Would help economic growth in the area.	Pro
E-mail	Peter	Stark	SE Portland	Eastside Streetcar	Needed for economic growth, denser development.	Pro
Website	Aaron	Tarfman		Eastside Streetcar	Strongly in favor of this proposal, all will benefit; leave streetcar lane as multi-modal bike-bus lane.	Pro
E-mail	Dee	Walsh	NE Portland	Eastside Streetcar	Member of Steering Committee and CEIC; streetcar is important for redevelopment and employment.	Pro

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E-mail	Rick	Williams	NE Portland	Eastside Streetcar	On behalf of Reg Wobig of Lloyd District TMA: fully supports the vision and need for Eastside Streetcar.	Pro
Website	Jonathan	Winslow		Eastside Streetcar	Consider streetcar stop at NW Lovejoy and NW Broadway with elevator down to Amtrak station.	Pro
Website	Suzanne	Zuniga		Eastside Streetcar	Yes, let's do it for all the reasons stated above.	Pro
Website	Merlin	Larimer		Forest Grove Town Center: 19th & Pacific	County's only real town could use better sidewalks.	Pro
Letter	Daniel	Bernstine	SW Portland	Freight Data Collection and Archive System	PSU supports their monitoring network project.	Pro
Letter	Corky	Collier	Portland	Freight Data Collection and Archive System	Columbia Corridor supports freight movement data.	Pro
Testimony	Corky	Collier	Portland	Freight Data Collection and Archive System	Columbia Corridor Assn. supports freight planning.	Pro
Testimony	Sandra	Doubleday	West Linn	Freight Data Collection and Archive System	Expressed support for this program.	Pro
Website	Merlin	Larimer		Freight Data Collection and Archive System	Worthwhile project.	Pro
Website	Lance	Lindahl		Freight Data Collection and Archive System	Reduce congestion and increase productivity.	Pro
Letter	Bill	Maris	Portland	Freight Data Collection and Archive System	Portland Freight Committee supports full funding.	Pro
Letter	Dennis	Mitchell	NW Portland	Freight Data Collection and Archive System	ITS Subcommittee supports this data project.	Pro
Testimony	Martha	Richmond	NW Portland	Freight Data Collection and Archive System	Read Donald Mazziotti's comments of PDC support.	Pro
Letter	David	Rouse	Gresham	Freight Data Collection and Archive System	Urges support for freight industry movement data.	Pro
Letter	Brant	Williams	SW Portland	Freight Data Collection and Archive System	Strengthens collaboration and monitoring network.	Pro
Letter	Randall	Wooley	Beaverton	Freight Data Collection and Archive System	Supports PSU proposal for traffic operation decisions	Pro
Testimony	Bill	Maris	Lake Oswego	Freight projects in MTIP	Expressed support for the freight projects in MTIP. It is important to increase movement through region.	Pro
E-mail	Lori	Burge	SE Portland	Frequent Bus Improvements Regionwide	Need more bus service to SE 21st and Division.	Pro
Website	Merlin	Larimer		Frequent Bus Improvements Regionwide	Rapid buses are great; keep it up!	Pro
Testimony	Sandra	Doubleday	West Linn	Frequent Bus Improvements Regionwide	Expressed support for this program.	Pro
Testimony	Dick	Cooley	SW Portland	Gateway Transit Center Redevelopment TOD	Surface parking moves to structure; land developed.	Pro
E-mail	Jeff	Fryer	SW Portland	Gateway Transit Center Redevelopment TOD	Further development to support transit is needed.	Pro
Testimony	Arlene	Kamaura		Gateway Transit Center Redevelopment TOD	Community mix strongly supports this project.	Pro
Letter	Mayor Vera	Katz	Portland	Gateway Transit Center Redevelopment TOD	TOD program complimentary to our livability goals.	Pro
Testimony	Sarah	King	NW Portland	Gateway Transit Center Redevelopment TOD	PDC working closely with TriMet on the project.	Pro
Website	Merlin	Larimer		Gateway Transit Center Redevelopment TOD	TOD is critical to mass transit and vice versa.	Pro
Website	Keith	Liden		Gateway Transit Center Redevelopment TOD	Bike access needs to be accommodated if funded.	Pro
Testimony	Terry	Parker	NE Portland	Gateway Transit Center Redevelopment TOD	Not appropriate to fund area development with scarce transportation dollars.	Con
Website	Terry	Parker	NE Portland	Gateway Transit Center Redevelopment TOD	MTIP funds should not be used for developments.	Con
Testimony	Martha	Richmond	NW Portland	Gateway Transit Center Redevelopment TOD	Read Donald Mazziotti's comments of PDC support.	Pro
Letter	Duke	Shepard	SW Portland	Gateway Transit Center Redevelopment TOD	Critical for growth and vitality of regional center.	Pro
Website	Seth	Alford		General Comment	Stop supporting Smart Growth; fix the roads, gaps.	Con
Website	David	Auker		General Comment	Uphill on roads, wide shoulder is advantage to bikes.	Pro
Website	Annette	Comella		General Comment	Wants bike path from West Linn to Oregon City.	
E-mail	Danny	Denning	SW Portland	General comment	Suggestion for better east/west route to Hillsboro.	
Testimony	Don	Faith	SW Portland	General comment	Congestion on roads increasing; something needs to be done to improve impact of population increase.	Con
Website	Graham	Ross		General Comment	What would it take to improve extension of Vermont Street to Nicol Road to OES? Needs paving.	
E-mail	Marsden	Smith	Tigard	General comment	Efforts need to be placed on freight movement.	Pro

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Website	Audrey	Underdahl		General Comment	Please make bike paths safer. Pathway across Willamette would benefit Milwaukie and Oregon City.	
E-mail	Kerry	Bittler	Happy Valley	General comment	With expansion of UGB, Damascus needs roads to handle rapid increase in traffic; construction boom.	Pro
Testimony	Gerhardt	Quast	SW Portland	General Comment: Bicycle commuting projects	Supports projects that help bicycle commuting.	Pro
E-mail	Zachery	Carson	Hillsboro	General Comment: Bike lanes and sidewalks	Wants more bike lanes and sidewalks for safety.	
Testimony	Donna	Drummond	SW Portland	General: All bicycle trails	Expressed support for these projects.	Pro
Testimony	Gregg	Everhart	SE Portland	General: All of the trail projects	Expressed support of all trail projects in MTIP.	Pro
Testimony	Bob	Akers	Gresham	General: All trails under consideration	Expressed support for all trails on MTIP list.	Pro
Testimony	Roger	Joys	NE Portland	General: bicycle access on roads	Would like to see improvements, make connections.	Pro
E-mail	Sharon	Walter		General: Bike trails	Please improve our city bike trails.	Pro
E-mail	Bob	Akers		General: Eight bike/trail projects	40-Mile Loop Bd. supports funding for all projects.	Pro
Form	Marsden	Smith	Tigard	General: Freight movement	Priorities need to focus on freight movement first.	
Letter	Sam	Sadler	Salem	General: Global Warming Advisory Group	Reducing amount of fossil fuels burned is the key.	
E-mail	Mike	Davis		General: I-5/I-84 Connection	I-84 needs widening or fourth lane; gridlock zone.	
Hotline	Zepher	Moore	NE Portland	General: License plate cover (weight)	Take off covers: lessen weight, gas, taxes, pollution.	
E-mail	Brandy	Henry	Beaverton	General: New bike lanes requested	New bike route needed: Bethany to Swan Island	
E-mail	Katalin	Taylor		General: New freeway west of Hwy. 217	Leave 217 alone and build a new freeway west of 217	
Form	Steve	Orr	Lake Oswego	General: Poor condition of existing streets	Repair existing streets that are falling apart, potholes	
Testimony	Zephyr	Moore	Beaverton	General: Remove license plate covers	No comment on MITP projects.	
Letter	Zephyr	Moore	Beaverton	General: Remove license plate covers	Take off license plate covers, save gas, air pollution.	Pro
E-mail	Mel	Zucker	NW Portland	General: Road capacity needed	Object should be to provide road capacity for actual	Pro
E-mail	Eric	Geislinger		General: Traffic movement	Need to concentrate on moving more cars on roads.	
Website	Chris	Eykamp		General: All bike and ped projects	Public demand for bike facilities is there.	Pro
E-mail	Daniel	Forest	NE Portland	General: Hollywood MAX Station	Need more airport accessibility, parking, drive-thru.	
E-mail	Doug	Cushing		General: Lake Oswego to Milwaukie Ped Bridge	Consider this superb opportunity to link trails.	
Letter	Kathy	Everett	Gresham	General: Metro's 2040 Growth Concept	Gresham ardent supporter of 2040 Growth Concept.	Pro
Testimony	Sharon	Ehlmann	N. Portland	General: Transportation issues, partners	Supports public-private partnerships in transportation	Pro
Testimony	Penny	Douglas	Beaverton	Hwy 217 Study	Supports Hwy 217 Study; not in favor of toll roads.	Pro
E-mail	Bronson	Adams	Beaverton	Hwy 217 Study	Wants Hwy 217 widened to 3 lanes. Bikes need a license like trucks to use same roads.	Pro
Testimony	Jeff	Bennett	Clackamas	I-205 Light Rail and Milwaukie Light Rail	Read letter from Jerry Smith, Clackamas County Economic Development Commission, in support.	Pro
Letter	Wilda	Parks	Clackamas	I-205 Light Rail and Milwaukie Light Rail	North Clackamas Chamber supports this project.	Pro
Website	Seth	Alford		I-205 Light Rail, Commuter Rail, Streetcar	Cancel Washington County commuter rail; bad idea.	Con
Testimony	Cleon	Cox III	Tigard	I-205 Light Rail, Commuter Rail, Streetcar	Concern about demographics, expense, congestion regarding unneeded Wash. Co. commuter rail project.	Con
Website	Merlin	Larimer		I-205 Light Rail, Commuter Rail, Streetcar	Add MAX to Transit Mall; remove car lanes from mall	Pro
Form	Anne	Madden	NW Portland	I-205 Light Rail, Commuter Rail, Streetcar	Supports this project as part of MTIP funding vote.	Pro
Testimony	Chris	Smith	NW Portland	I-205 Light Rail, Commuter Rail, Streetcar	Waterfront Streetcar better scale for neighborhoods.	Pro
Testimony	Chris	Smith	NW Portland	I-205 Light Rail, Commuter Rail, Streetcar	Streetcar much better scale for neighborhoods; well supported by community and businesses.	Pro

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Testimony	Chris	Smith	NW Portland	I-205 Light Rail, Commuter Rail, Streetcar	Streetcar was a catalyst for private investment in Portland and would provide similar investments in Lake Oswego. Stressed city to city connections.	Pro
Website	Merlin	Larimer		I-205 Supplemental: Transit Mall to Clackamas	As needed	Pro
Testimony	George	Kosboth	Oregon City	I-205/Hwy 213 Interchange Study	Urged support for this project	Pro
Testimony	Tom	Lemons	Oregon City	I-205/Hwy 213 Interchange Study	Urged support for this project	Pro
Testimony	Mayor Alice	Norris	Oregon City	I-205/Hwy 213 Interchange Study	Three critical pieces that should be included, due to increasing volume of traffic on interchanges.	Pro
Testimony	Larry	Patterson	Oregon City	I-205/Hwy 213 Interchange Study	Transportation improvements would be catalyst for new economic development program in the city.	Pro
Testimony	Julie	Pudrbaugh	Oregon City	I-205/Hwy 213 Interchange Study	Needed for major growth in Oregon City.	Pro
Website	Aaron	Tarfman		I-205/Hwy 213 Interchange Study	Suggest alternatives that include toll option.	Con
Testimony	David	Porter	Oregon City	I-205/Hwy. 213 Interchange Study	Area will experience growth with expanded UGB and could be trigger for private investment.	Pro
Testimony	Jeff	Bennett	Clackamas	Jennifer Street: 106th to 122nd bike lanes	Read letter from Jerry Smith, Clackamas County Economic Development Commission, in support.	Pro
Letter	Catherine	Ciarlo	NE Portland	Jennifer Street: 106th to 122nd bike lanes	Has a missing link; provide good, connective route.	Pro
Website	Merlin	Larimer		Jennifer Street: 106th to 122nd bike lanes	This corridor is a difficult area for bicyclists.	Pro
Letter	Wilda	Parks	Clackamas	Jennifer Street: 106th to 122nd bike lanes	Bike and ped improvements in industrial area.	Pro
Website	Aaron	Tarfman		Jennifer Street: 106th to 122nd bike lanes	No convenient bike access across Clackamas River.	Pro
Website	Joe	Adamski		Killingsworth Street: I-5 Overpass to MLK	Vital bike link for N. Portland; keep bike lanes safe.	Con
Testimony	Lenny	Anderson	N Portland	Killingsworth Street: I-5 Overpass to MLK	Supports as member of Interstate Urban Renewal Advisory Committee.	Pro
Letter	Tammy	Boren-King	N. Portland	Killingsworth Street: I-5 Overpass to MLK	Provides much needed sidewalks for light rail access	Pro
Testimony	Carl	Flipper	N. Portland	Killingsworth Street: I-5 Overpass to MLK	Would be a major boost to revitalization of the area.	Pro
Hotline	Zachary	Godat	N. Portland	Killingsworth Street: I-5 Overpass to MLK	I support this project and hope it is funded.	Pro
Letter	Kurt	Haapala	NE Portland	Killingsworth Street: I-5 Overpass to MLK	Continue momentum for transformation of area.	Pro
Testimony	Brad	Halverson	N. Portland	Killingsworth Street: I-5 Overpass to MLK	Expressed support for this project.	Pro
Website	Lance	Lindahl		Killingsworth Street: I-5 Overpass to MLK	Will promote further residential, commercial growth.	Pro
Letter	Kay	Newell	N. Portland	Killingsworth Street: I-5 Overpass to MLK	This street is center of our community, long ignored.	Pro
Website	Terry	Parker		Killingsworth Street: I-5 Overpass to MLK	Should not be funded until curb extensions (at bus stops) issue is openly discussed and fully resolved.	Con
Letter	Preston	Pulliams, PCC	NE Portland	Killingsworth Street: I-5 Overpass to MLK	Opportunities rare for public/private/citizen leverage.	Pro
Testimony	Martha	Richmond	NW Portland	Killingsworth Street: I-5 Overpass to MLK	Read Donald Mazziotti's comments of PDC support	Pro
Letter	Peg	Schoett	N. Portland	Killingsworth Street: I-5 Overpass to MLK	Project will improve safety and aesthetics of area.	Pro
Website	Aaron	Tarfman		Killingsworth Street: I-5 Overpass to MLK	Reduce negative impact of autocentricism on street.	Pro
Testimony	Walter	Valenta	Portland	Killingsworth Street: I-5 Overpass to MLK	Will create first big investment in the area and fill missing link from 33rd to 6th.	Pro
Testimony	Jeff	Bennett	Clackamas	Kinsman Road Extension	Read letter from Jerry Smith, Clackamas County Economic Development Commission, in support.	Pro
Letter	Bruce	Burns	Lake Oswego	Kinsman Road Extension	Regional shopping center needs better auto access.	Pro



TYPE	FIRST NAME	LAST NAME	CITY	PROJECT	COMMENTS ABOUT PROJECTS	
Letter	Laurel	Byer	Wilsonville	Kinsman Road Extension	City of Wilsonville believes this project is crucial to serve industrial lands on west side of I-5: 1080 acres.	Pro
Testimony	Danielle	Cowan	Wilsonville	Kinsman Road Extension	City of Wilsonville supports this project to help develop commercial and industrial land.	Pro
Testimony	Rudy	Kadlub	Wilsonville	Kinsman Road Extension	New urban village providing 2,700 homes, mixed use.	Pro
Testimony	Allan	Kirk	Wilsonville	Kinsman Road Extension	OrePac Building Products believes this project would provide excellent freight improvements, more safety.	Pro
Testimony	Tim	Knapp	Wilsonville	Kinsman Road Extension	Asked for support for this project to access the rail corridor and open up multimodal capabilities on undeveloped industrial lands.	Pro
Website	Merlin	Larimer		Kinsman Road Extension	Must invest in freight railway systems to prosper.	Pro
Letter	Mayor	Lehan	Wilsonville	Kinsman Road Extension	Critical to freight movement throughout the city.	Pro
E-mail	Family	Nishimura		Kinsman Road Extension	We see high value of this project for better flow of freight and auto traffic around western Wilsonville.	Pro
Testimony	Doris	Wehler	Wilsonville	Kinsman Road Extension	Project is critical to freight movement through city.	Pro
Testimony	Gregg	Weston	Lake Oswego	Kinsman Road Extension	Spoke for Paul DeMarco; in support of new jobs.	Pro
Card	Pat	Armstrong	Milwaukie	Lake Road Reconstruction	Improves connections and fills gaps in sidewalks.	Pro
Letter	David	Aschenbrenner	Milwaukie	Lake Road Reconstruction	Hector Campbell Neighborhood supports project.	Pro
Card	David	Auschenbrenner	Milwaukie	Lake Road Reconstruction	Increase child safety with sidewalks, bike lanes.	Pro
Website	Richard	Bantz		Lake Road Reconstruction	Need sidewalks and curbs; too dangerous to walk.	Pro
Letter	Lisa	Batey	Milwaukie	Lake Road Reconstruction	City's 7 neighborhood associations support project.	Pro
Testimony	Jeff	Bennett	Clackamas	Lake Road Reconstruction	Read letter from Jerry Smith, Clackamas County Economic Development Commission, in support.	Pro
Letter	Mayor James	Bernard	Milwaukie	Lake Road Reconstruction	Important connection, needs safety improvements.	Pro
Letter	Mayor James	Bernard	Milwaukie	Lake Road Reconstruction	Top priority; vital to more efficient transportation.	Pro
Website	Gerald	Bitz		Lake Road Reconstruction	Unchanged since 1940s; dangerous for students.	Pro
Postcard	Roy	Buss	Milwaukie	Lake Road Reconstruction	Improve driving conditions by reducing congestion.	Pro
Postcard	Kathy	Buss	Milwaukie	Lake Road Reconstruction	Project needed for safety of children, smoother lanes	Pro
Card	Nick	Chambers	Milwaukie	Lake Road Reconstruction	Supports for all users, especially school children.	Pro
Postcard	Perry	Chambers	Milwaukie	Lake Road Reconstruction	Improve important connection between destinations.	Pro
Postcard	Matthew	Chambers	Milwaukie	Lake Road Reconstruction	You should have sidewalks on Lake Road for safety.	Pro
Testimony	Carlotta	Collette	Milwaukie	Lake Road Reconstruction	Expressed support for this project.	Pro
Card	John	Coyne	Milwaukie	Lake Road Reconstruction	Increase child safety with sidewalks, bike lanes.	Pro
E-mail	Terrie	Darling	Milwaukie	Lake Road Reconstruction	Will enhance projects underway at attract business.	Pro
Letter	Milt	Dennison	Milwaukie	Lake Road Reconstruction	Clackamas ESD urges funding for child safety.	Pro
E-mail	David & Cynthia	DeVore	Milwaukie	Lake Road Reconstruction	Very dangerous road for youth; please improve road.	Pro
Card	Marian	Fowler	Milwaukie	Lake Road Reconstruction	Improves driving conditions by reducing congestion.	Pro
Website	Forris	Frick		Lake Road Reconstruction	Badly needs updating for walking school children.	Pro
Card	John	Fussell	Milwaukie	Lake Road Reconstruction	Increase child safety with sidewalks, bike lanes.	Pro
Card	Jeanne	Garst	Milwaukie	Lake Road Reconstruction	Increase child safety with sidewalks, bike lanes.	Pro
Card	Molly	Hanthorn	Milwaukie	Lake Road Reconstruction	Add more and improved turning lanes.	Pro
Card	Sam	Hogan	Milwaukie	Lake Road Reconstruction	Improve driving conditions by reducing congestion.	Pro
Website	Vicki	Jonathan		Lake Road Reconstruction	Traffic too fast; terrific idea to slow vehicles down.	Pro
Letter	John	Kahl	Milwaukie	Lake Road Reconstruction	Portland Waldorf School supports mobility, access.	Pro

TYPE	FIRST NAME	LAST NAME	CITY	PROJECT	COMMENTS ABOUT PROJECTS	
Testimony	Councilor Larry	Lancaster	Milwaukie	Lake Road Reconstruction	Need help completing the multi-modal link between regional centers and improve road for school district.	Pro
Website	Merlin	Larimer		Lake Road Reconstruction	Investments that would revive Milwaukie's center.	Pro
Card	Laurie	Lefors	Milwaukie	Lake Road Reconstruction	Increases safety of bikers, drivers and pedestrians.	Pro
Testimony	Councilor Joe	Loomis	Milwaukie	Lake Road Reconstruction	Urged support for this project from Susan Stone.	Pro
Testimony	Councilor Joe	Loomis	Milwaukie	Lake Road Reconstruction	School district does not provide transportation due to the dangers of Lake Road; ped and bikes must share shoulder with buses and cars.	Pro
Testimony	Tom	Markgraf	NE Portland	Lake Road Reconstruction	Rep. Earl Blumenauer's letter supports this project.	Pro
Card	Karen	Martin	Milwaukie	Lake Road Reconstruction	Increase child safety with sidewalks, bike lanes.	Pro
Letter	Yvonne	McVay	Milwaukie	Lake Road Reconstruction	Concerned for safety of school children using road.	Pro
Card	Beverly	Miller	Milwaukie	Lake Road Reconstruction	Enhances area's environment with street trees.	Pro
Card	L.M.	Miller	Milwaukie	Lake Road Reconstruction	Increases safety of bikers, drivers and pedestrians.	Pro
Website	Lewis-Mike	Miller		Lake Road Reconstruction	Much needed project with greatly increased traffic.	Pro
Letter	Bob	Moore	Milwaukie	Lake Road Reconstruction	Lake Road Neighborhood strongly supports project.	Pro
Card	Thomas	Mosier	Milwaukie	Lake Road Reconstruction	Important connection, fill gaps that exist on road.	Pro
Letter	Ronald	Naso	Milwaukie	Lake Road Reconstruction	N. Clackamas School District supports funding.	Pro
Card	Susanna	Pai	Milwaukie	Lake Road Reconstruction	Increase child safety with sidewalks, bike lanes.	Pro
Card	Virginia	Pai	Milwaukie	Lake Road Reconstruction	Will beautify the area and enhance environment.	Pro
Letter	Wilda	Parks	Clackamas	Lake Road Reconstruction	Reconstruct accessway to Clackamas Regional Ctr.	Pro
E-mail	Debby	Patten	SE Portland	Lake Road Reconstruction	Lake Road Neigh. Assn. supports for safety, livability	Pro
Website	Debby	Patten		Lake Road Reconstruction	Lack of sidewalks bad for children; make a priority.	Pro
Card	Mark	Poole	Milwaukie	Lake Road Reconstruction	Increase child safety with sidewalks, bike lanes.	Pro
Card	Victoria	Roe	Milwaukie	Lake Road Reconstruction	Increase child safety with sidewalks, bike lanes.	Pro
Testimony	Alice	Rouyer	Milwaukie	Lake Road Reconstruction	Expressed support for this project.	Pro
Card	Mary	Rowe	Milwaukie	Lake Road Reconstruction	Increase child safety with sidewalks, bike lanes.	Pro
Card	Sarah	Smith	Milwaukie	Lake Road Reconstruction	Increase child safety with sidewalks, bike lanes.	Pro
Testimony	Councilor Susan	Stone	Milwaukie	Lake Road Reconstruction	Milwaukie City Council member urges support for this project as important multi-modal link in region.	Pro
Website	Aaron	Tarfman		Lake Road Reconstruction	Pleased with bike lanes, critical connector street.	Pro
Letter	Sue	Trotter	Milwaukie	Lake Road Reconstruction	Supports project to improve safety and access.	Pro
Website	Cameron	Waner		Lake Road Reconstruction	Five schools nearby, need safer street; bury cables.	Pro
Testimony	Gregg	Weston	Lake Oswego	Lake Road Reconstruction	Spoke for Paul DeMarco; in support of new jobs.	Pro
Letter	Ed	Zumwalt	Milwaukie	Lake Road Reconstruction	Will improve transportation safety and access.	Pro
Website	Merlin	Larimer		Livable Streets Update: Regionwide	Definitely worthwhile.	Pro
Website	Josh	Alsberg		Marine Drive Bike Lanes and Trail Gaps	Make this a priority for bikers to enjoy the river.	Pro
Testimony	Clark	Balcom	SE Portland	Marine Drive Bike Lanes and Trail Gaps	Vital that this gap be completed for safety's sake.	Pro
Website	Elaine	Bothe		Marine Drive Bike Lanes and Trail Gaps	Great training route; rarely use it due to dangers.	Pro
Website	Sarah	Branum		Marine Drive Bike Lanes and Trail Gaps	Important to keep Portland bicycle and ped friendly.	Pro
Letter	Catherine	Ciarlo	NE Portland	Marine Drive Bike Lanes and Trail Gaps	Important component of trails plan; provides access.	Pro
Website	Susan	Clifford		Marine Drive Bike Lanes and Trail Gaps	One of most scenic trails, safety hazard now.	Pro
E-mail	Scott	Crabtree	NW Portland	Marine Drive Bike Lanes and Trail Gaps	Asks continued support for these projects.	Pro
E-mail	Laura	De Simone		Marine Drive Bike Lanes and Trail Gaps	Use trail for noon runs; traffic a concern on Marine.	Pro
Letter	Joshua	Demarest	NE Portland	Marine Drive Bike Lanes and Trail Gaps	Single most important trail in Portland area; a refuge.	Pro

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E-mail	Randall	Dickinson	SE Portland	Marine Drive Bike Lanes and Trail Gaps	Nice to have a completed safe route that I now avoid.	Pro
Website	Jodie	Dierickx		Marine Drive Bike Lanes and Trail Gaps	Road very hazardous to bikes, unnerving, unsafe.	Pro
Testimony	Donna	Drummond	SW Portland	Marine Drive Bike Lanes and Trail Gaps	Expressed support for this project.	Pro
Testimony	Thomas	Ebert		Marine Drive Bike Lanes and Trail Gaps	Urged support of this project.	Pro
Letter	Jacquelyn	Ellenz	NE Portland	Marine Drive Bike Lanes and Trail Gaps	Avid user of bike paths; safety and vision for future.	Pro
E-mail	Jeff	Fryer	SW Portland	Marine Drive Bike Lanes and Trail Gaps	Enjoy biking here and support filling trail gaps.	Pro
Website	Mary	Fulton		Marine Drive Bike Lanes and Trail Gaps	Scary road with fast traffic; road needs to be safer.	Pro
E-mail	Kenneth	Gadbow	NE Portland	Marine Drive Bike Lanes and Trail Gaps	Need safer cycling route on NE Marine Drive.	Pro
Card	Jack	Gahan	NE Portland	Marine Drive Bike Lanes and Trail Gaps	Live near Marine Drive; very dangerous, no sidewalks	Pro
Website	Sean	Green		Marine Drive Bike Lanes and Trail Gaps	Worthwhile improvement, especially cost-effective.	Pro
Website	Marilyn	Hayward		Marine Drive Bike Lanes and Trail Gaps	Please help get funding to complete vital loop.	Pro
E-mail	Jonathan	Hecht	NE Portland	Marine Drive Bike Lanes and Trail Gaps	Safe trail would promote health, community access.	Pro
Letter	Jon	Joseph	SW Portland	Marine Drive Bike Lanes and Trail Gaps	Recreational access to Columbia River important.	Pro
E-mail	Sheryl	Lais		Marine Drive Bike Lanes and Trail Gaps	Marine Drive one of my favorite places to bike.	Pro
Website	Merlin	Larimer		Marine Drive Bike Lanes and Trail Gaps	Nice improvement.	Pro
Website	Barbara	Larrain		Marine Drive Bike Lanes and Trail Gaps	Crossing the road is dangerous and causes delays.	Pro
Website	Randell	Leach		Marine Drive Bike Lanes and Trail Gaps	One of most popular destinations, fix problems.	Pro
E-mail	Kiran	Limaye		Marine Drive Bike Lanes and Trail Gaps	Will improve conditions for ped and bike, families.	Pro
E-mail	Robert	Lothrop	SE Portland	Marine Drive Bike Lanes and Trail Gaps	Bike commuter for 17 years; colleague killed on Marine Drive; dangerous street, needs bike lanes.	Pro
Form	Anne	Madden	NW Portland	Marine Drive Bike Lanes and Trail Gaps	Supports this project as part of MTIP funding vote.	Pro
Card	Marzenda	McComb	N. Portland	Marine Drive Bike Lanes and Trail Gaps	Concerned about lack of safe bike routes on road.	Pro
Letter	Lavonne	Morgan	NE Portland	Marine Drive Bike Lanes and Trail Gaps	Risky path needs completion for daily exercise.	Pro
Testimony	Josephine	Pope	SW Portland	Marine Drive Bike Lanes and Trail Gaps	Close the gaps for more connectivity of people.	Pro
Website	Benjamin	Quinby		Marine Drive Bike Lanes and Trail Gaps	Encouragement to fund proposed improvements.	Pro
Website	Merritt	Raitt		Marine Drive Bike Lanes and Trail Gaps	Good resource if connected safely to bike trails.	Pro
Website	Jessica	Roberts		Marine Drive Bike Lanes and Trail Gaps	When fix route, will be one of the best in Portland.	Pro
E-mail	Burl & Abigail	Romick	NE Portland	Marine Drive Bike Lanes and Trail Gaps	List of routes, including Bridgeton Road to I-5 path; 33rd crossing; intersection at 122nd and at Expo.	Pro
E-mail	Bill	Roulette	Portland	Marine Drive Bike Lanes and Trail Gaps	Need safer route for bicycling; enjoys scenic beauty.	Pro
Letter	Corey	Sevigny	SE Portland	Marine Drive Bike Lanes and Trail Gaps	Needs improvements for safety from traffic.	Pro
Letter	Sidney	Smith	NE Portland	Marine Drive Bike Lanes and Trail Gaps	Dangerous trucks on Marine Drive; let's fix this link.	Pro
Website	Jeff	Smith		Marine Drive Bike Lanes and Trail Gaps	Long-overdue project provides scenic east-west trail.	Pro
Testimony	Amy	Stork	N Portland	Marine Drive Bike Lanes and Trail Gaps	Will further improve popular, safer bike corridor.	Pro
Testimony	Aaron	Tarfman	SE Portland	Marine Drive Bike Lanes and Trail Gaps	This area unprotected from high-speed traffic.	Pro
Website	Aaron	Tarfman		Marine Drive Bike Lanes and Trail Gaps	Wonderful potential and important project.	Pro
E-mail	Camilla	Tauscher		Marine Drive Bike Lanes and Trail Gaps	Would bike-commute if safer route provided.	Pro
Letter	John	Thompson	SW Portland	Marine Drive Bike Lanes and Trail Gaps	Daily user of Marine Drive; wonderful addition.	Pro
Card	Matthew	Whitney	N. Portland	Marine Drive Bike Lanes and Trail Gaps	Much too dangerous to walk or bike on Marine Drive.	Pro
E-mail	David	Yudkin	SE Portland	Marine Drive Bike Lanes and Trail Gaps	Important for bicycling and well-being of community.	Pro
Letter	Fred	Bruning	Gresham	MAX Multi-Use Path Cleveland to Ruby Junction	Unifies major retail and civic areas vital for economy.	Pro
Testimony	Sandra	Doubleday	West Linn	MAX Multi-Use Path Cleveland to Ruby Junction	Expressed support for this project.	Pro
Letter	Kathy	Everett	Gresham	MAX Multi-Use Path Cleveland to Ruby Junction	Missing link in off-street network; important project.	Pro
E-mail	Dean	Gisvold	NE Portland	MAX Multi-Use Path Cleveland to Ruby Junction	If separate bikes from cars, double bike commuters.	Pro
Letter	Roger	Jolly	Gresham	MAX Multi-Use Path Cleveland to Ruby Junction	Missing link in off-street network; important project.	Pro

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E-mail	David	McFeeters-Krone	NE Portland	MAX Multi-Use Path Cleveland to Ruby Junction	Excellent alternative to driving downtown.	Pro
Letter	Sue	O'Halloran	Gresham	MAX Multi-Use Path Cleveland to Ruby Junction	Gresham Downtown Development Assn. supports.	Pro
Letter	Lonnie	Roberts		MAX Multi-Use Path Cleveland to Ruby Junction	Ped and bike connection, Rockwood to Gresham.	Pro
Website	Aaron	Tarman		MAX Multi-Use Path Cleveland to Ruby Junction	Encourage greater bicycle access to Gresham.	Pro
Letter	Bill	Willmes	Gresham	MAX Multi-Use Path Cleveland to Ruby Junction	Links five light rail stations and bus routes, trails.	Pro
Letter	Mayor James	Bernard	Milwaukie	Milwaukie Light Rail Supplemental EIS	Required environmental planning for LRT to city.	Pro
Website	Merlin	Larimer		Milwaukie Light Rail Supplemental EIS	Healthy artery to give Milwaukie new life.	Pro
Website	Dan	Wade		Milwaukie Light Rail Supplemental EIS	A line to Tigard might be better use of funds.	Con
Website	Lance	Lindahl		Milwaukie Light Rail Supplemental EIS	Vital to meeting target date for light rail to Milwaukie	Pro
Card	Maria	Aikin	Milwaukie	Milwaukie Town Center Ped Improvements	Enhance town center livability, safety, links.	Pro
Card	Darlene	Albertson	Milwaukie	Milwaukie Town Center Ped Improvements	Enhance town center livability, safety, links.	Pro
Card	Barbara	Anderson	Milwaukie	Milwaukie Town Center Ped Improvements	Enhance town center livability, safety, links.	Pro
Card	Melissa	Arne	Milwaukie	Milwaukie Town Center Ped Improvements	Enhances center's livability; create ped link to park.	Pro
Card	David	Aschenbrenner	Milwaukie	Milwaukie Town Center Ped Improvements	Enhance town center livability, safety, links.	Pro
Letter	David	Aschenbrenner	Milwaukie	Milwaukie Town Center Ped Improvements	Hector Campbell Neighborhood supports project.	Pro
Letter	Lisa	Batey	Milwaukie	Milwaukie Town Center Ped Improvements	City's 7 neighborhood associations support project.	Pro
Testimony	Jeff	Bennett	Clackamas	Milwaukie Town Center Ped Improvements	Read letter from Jerry Smith, Clackamas County Economic Development Commission, in support.	Pro
Letter	Mayor James	Bernard	Milwaukie	Milwaukie Town Center Ped Improvements	Key element in redevelopment of the town center.	Pro
Letter	Mayor James	Bernard	Milwaukie	Milwaukie Town Center Ped Improvements	Top priority; vital to town center redevelopment.	Pro
Postcard	Ray	Bryan	Milwaukie	Milwaukie Town Center Ped Improvements	Enhance town center livability, safety, links.	Pro
Card	Kathy	Buss	Milwaukie	Milwaukie Town Center Ped Improvements	Makes safety improvements and reduces risks.	Pro
Card	Roy	Buss	Milwaukie	Milwaukie Town Center Ped Improvements	Supports green street environment, safer crossings.	Pro
Testimony	Carlotta	Collette	Milwaukie	Milwaukie Town Center Ped Improvements	Assist with large town center creation.	Pro
Card	Gene	Covey	Milwaukie	Milwaukie Town Center Ped Improvements	Enhances center's livability; create ped link to park.	Pro
E-mail	Terrie	Darling	Milwaukie	Milwaukie Town Center Ped Improvements	Will enhance projects underway to attract business.	Pro
E-mail	David & Cynthia	DeVore	Milwaukie	Milwaukie Town Center Ped Improvements	Would like Milwaukie to thrive; this project helps.	Pro
Card	Jeanne	Downing	Milwaukie	Milwaukie Town Center Ped Improvements	Enhance town center livability, safety, links.	Pro
Card	John	Fussell	Milwaukie	Milwaukie Town Center Ped Improvements	Enhance town center livability, safety, links.	Pro
Card	Jeanne	Garst	Milwaukie	Milwaukie Town Center Ped Improvements	Enhance town center livability, safety, links.	Pro
Card	Molly	Hanthorn	Milwaukie	Milwaukie Town Center Ped Improvements	Increases use and mobility of peds/bikes.	Pro
Card	A.R.	Harris	Milwaukie	Milwaukie Town Center Ped Improvements	Makes safety improvements and reduces risks.	Pro
Card	Paula	Harris	Milwaukie	Milwaukie Town Center Ped Improvements	Increases use and mobility of pedestrians, cyclists.	Pro
Card	Tom	Hogan	Milwaukie	Milwaukie Town Center Ped Improvements	Enhance town center livability, safety, links.	Pro
Card	Anthony	Hough	Milwaukie	Milwaukie Town Center Ped Improvements	Creates continuous pedestrian link to Riverfront Park	Pro
Letter	John	Kahl	Milwaukie	Milwaukie Town Center Ped Improvements	Portland Waldorf School supports enhancements.	Pro
Card	Jeff	Klein	Milwaukie	Milwaukie Town Center Ped Improvements	Enhances center's livability; create ped link to park.	Pro
Card	William	Landry	Milwaukie	Milwaukie Town Center Ped Improvements	Increases use and mobility of pedestrians, cyclists.	Pro
Website	Merlin	Larimer		Milwaukie Town Center Ped Improvements	Ideal site for an urban village revival; needs street life.	Pro
Card	Laurie	Letors	Milwaukie	Milwaukie Town Center Ped Improvements	Supports green street environment, safer crossings.	Pro
Website	Lance	Lindahl		Milwaukie Town Center Ped Improvements	Small town ripe for economic rebirth, transformation.	Pro
Testimony	Councilor Joe	Loomis	Milwaukie	Milwaukie Town Center Ped Improvements	Urged support for this project from Susan Stone.	Pro
Card	Donna	Mell	West Linn	Milwaukie Town Center Ped Improvements	Enhance town center livability, safety, links.	Pro
Card	Beverly	Miller	Milwaukie	Milwaukie Town Center Ped Improvements	Makes safety improvements and reduces risks.	Pro

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Card	L.M.	Miller	Milwaukie	Milwaukie Town Center Ped Improvements	Supports green street environment, safer crossings.	Pro
Card	Thomas	Mosier	Milwaukie	Milwaukie Town Center Ped Improvements	Realize the goals of the approved Downtown Plan.	Pro
Letter	Wilda	Parks	Clackamas	Milwaukie Town Center Ped Improvements	Implements work on McLoughlin and river frontage.	Pro
Card	Bette	Polly	Milwaukie	Milwaukie Town Center Ped Improvements	Enhance town center livability, safety, links.	Pro
Card	June	Routson	Milwaukie	Milwaukie Town Center Ped Improvements	Supports green street environment, safer crossings.	Pro
Card	Maureen	Rowe	Milwaukie	Milwaukie Town Center Ped Improvements	Supports green street environment, safer crossings.	Pro
Card	Mary	Rowe	Milwaukie	Milwaukie Town Center Ped Improvements	Enhance town center livability, safety, links.	Pro
Card	John	Rowe	Milwaukie	Milwaukie Town Center Ped Improvements	Create continuous pedestrian link to Riverfront Park.	Pro
Card	Ralph	Sconce	Milwaukie	Milwaukie Town Center Ped Improvements	Realizes goals of Milwaukie Downtown Plan.	Pro
Card	Dave	Stratton	Milwaukie	Milwaukie Town Center Ped Improvements	Creates continuous pedestrian link to Riverfront Park	Pro
Website	Aaron	Tarman		Milwaukie Town Center Ped Improvements	Strongly supports ped improvements; heavy traffic.	Pro
Letter	Sue	Trotter	Milwaukie	Milwaukie Town Center Ped Improvements	Supports project to improve safety and access.	Pro
Card	Zenette	Wilks	Milwaukie	Milwaukie Town Center Ped Improvements	Need continuous link to Riverfront Park; green street	Pro
Letter	Ed	Zumwalt	Milwaukie	Milwaukie Town Center Ped Improvements	Will help slow traffic and improve safety.	Pro
Letter	Mayor James	Bernard	Milwaukie	Multi-use Path Master Plans	Supports livability of Milwaukie Town Center.	Pro
Letter	Catherine	Ciarlo	NE Portland	Multi-use Path Master Plans	Four trails fill gaps in bike network, complete vision.	Pro
Letter	Julia	Ferreira	Lake Oswego	Multi-use Path Master Plans	Letter of support with 185 signatures in support.	Pro
E-mail	Paul	Lyons	Lake Oswego	Multi-use Path Master Plans	Uplands Neigh. Assn supports pedestrian access.	Pro
E-mail	Paul	Lyons	Lake Oswego	Multi-use Path Master Plans	Use old RR bridge across Willamette for ped use.	
E-mail	Josh	Plager	NE Portland	Multi-use Path Master Plans	Irvington Comm Assn supports it for safety, access.	Pro
Letter	Sarah	Asby	Lake Oswego	Multi-use Path Master Plans	Urges support for top recreational priority for public.	Pro
Website	Brent	Bolton		Multi-use Path Master Plans	Create a network of trails for bike transportation.	Pro
Website	Sarah	Branum		Multi-use Path Master Plans	Important to keep Portland bicycle and ped friendly.	Pro
Letter	Charles	Ciecko	Milwaukie	Multi-use Path Master Plans	Important links in trails system, livability, recreation.	Pro
Testimony	Lynne	Coward	NE Portland	Multi-use Path Master Plans	Did a study regarding Sullivan's Gulch trail through Portland State University.	Pro
E-mail	Bryan & Karen	Dawson	Lake Oswego	Multi-use Path Master Plans	Wants continuous path to Springwater Trail.	
Testimony	Mayor Eugene	Grant	Happy Valley	Multi-use Path Master Plans	In support for benefit of residents.	Pro
Testimony	Mayor Eugene	Grant	Happy Valley	Multi-use Path Master Plans	Urged support for this project, esp. Mt. Scott trail.	Pro
Testimony	Mayor Judie	Hammerstad	Lake Oswego	Multi-use Path Master Plans	Supports this trail, connecting to Tonquin Trail and Mt. Scott-Scouter's Mountain Loop Trail.	Pro
Website	Marilyn	Hayward		Multi-use Path Master Plans	Safer cycling, fewer cars on road, cleaner air, health.	Pro
Website	Merlin	Larimer		Multi-use Path Master Plans	Definitely worthy.	Pro
Website	Randall	Leach		Multi-use Path Master Plans	Will greatly increase access and safety in the area.	Pro
Testimony	Dan	Lerch-Walters	NE Portland	Multi-use Path Master Plans	Having a bike trail along Sullivan's Gulch would greatly increase amount of bicycle commuters.	Pro
E-mail	John	Marandas	Lake Oswego	Multi-use Path Master Plans	Non-motorized river crossing needed for safety, rec.	Pro
Letter	Joel & Wilma	McNulty	Lake Oswego	Multi-use Path Master Plans	Tremendous accomplishment for river crossing.	Pro
Website	Nathan	Meenen		Multi-use Path Master Plans	A dream to see bikes as ubiquitous here as Europe.	Pro
Website	Randy	Nicolay		Multi-use Path Master Plans	Strongly endorse trails; better serve bike and peds.	Pro
Website	Benjamin	Quinby		Multi-use Path Master Plans	I would use and support this trail project.	Pro
Letter	Mike	Ragsdale	Wilsonville	Multi-use Path Master Plans	Tonquin Trail would connect 3 cities, Villebois.	Pro
Website	Duane	Roberts		Multi-use Path Master Plans	Include additional study of Powerline Trail (South)	Pro
Website	Jessica	Roberts		Multi-use Path Master Plans	Essential for a long-term investment in trails network	Pro
Letter	Marcia	Robertson	Lake Oswego	Multi-use Path Master Plans	River crossing needed for commuter access.	Pro

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Website	Graham	Ross		Multi-use Path Master Plans	Opportunity to get input on unstated alternatives.	Pro
Letter	Corey	Seigny	SE Portland	Multi-use Path Master Plans	Need car-free routes for safety, recreation.	Pro
Website	Jeff	Smith		Multi-use Path Master Plans	This is a bargain for regional trail planning.	Pro
Testimony	Amy	Stork	N Portland	Multi-use Path Master Plans	Fill gaps in biking network and connect trails.	Pro
Letter	Cary	Strauch	Lake Oswego	Multi-use Path Master Plans	Adds commuter options, recreation, links cities.	Pro
Website	Steven	Szigethy		Multi-use Path Master Plans	Sullivan's Gulch Trail should be a priority.	Pro
E-mail	David	Yudkin	SE Portland	Multi-use Path Master Plans	Important for bicycling and well-being of community.	Pro
Testimony	John	Wolz	NE Portland	Mutli-use Path Master Plans	Irvington Neighborhood Association endorsed project to promote non-polluting and healthy bicycling.	Pro
Letter	Grant	Armbruster	N. Portland	N. Leadbetter Extension	Columbia Sportswear supports for better shipping.	Pro
Testimony	Grant	Armbruster	NW Portland	N. Leadbetter Extension	Columbia Sportswear supports for better shipping.	Pro
Letter	Corky	Collier	Portland	N. Leadbetter Extension	Columbia Corridor says critical to rail traffic growth.	Pro
Testimony	Corky	Collier	Portland	N. Leadbetter Extension	Critical to balance rail traffic with health of business.	Pro
Testimony	Gary	Eichman		N. Leadbetter Extension	Extremely important infrastructure projects for trucks	Pro
Testimony	Ann	Gardner	Portland	N. Leadbetter Extension	NW Industrial Neighborhood Association member expressed support for this freight project	Pro
Testimony	Greg	Guthrie	Beaverton	N. Leadbetter Extension	Remove barriers to freight mobility at Rivergate.	Pro
Letter	James	Helser	N. Portland	N. Leadbetter Extension	Significant delays occur on this road; costly to us.	Pro
Letter	Bill	Maris	Portland	N. Leadbetter Extension	Portland Freight Committee supports full funding.	Pro
Testimony	Shannon	McCord	N. Portland	N. Leadbetter Extension	Infrastructure critical to shipping, emergencies.	Pro
Testimony	Martha	Richmond	NW Portland	N. Leadbetter Extension	Read Donald Mazziotti's comments of PDC support.	Pro
Letter	Kurt	Roseler	N. Portland	N. Leadbetter Extension	If bridge weight-limited, forces 11 mile freight detour.	Pro
Letter	James	Helser	N. Portland	N. Lombard Slough Overcrossing	Current weight restrictions limit freight use of bridge.	Pro
E-mail	Bill	Koegle		N. Lombard Slough Overcrossing	Crucial freight connection; bridge needed for access by overweight trucks, economic development.	Pro
Testimony	Corky	Collier	Portland	N. Lombard: Slough Overcrossing	CCA strongly supports this freight project.	Pro
Testimony	Gary	Eichman		N. Lombard: Slough Overcrossing	Extremely important infrastructure project for trucks.	Pro
Letter	Bill	Maris	Portland	N. Lombard: Slough Overcrossing	Portland Freight Committee supports full funding.	Pro
Testimony	Martha	Richmond	NW Portland	N. Lombard: Slough Overcrossing	Read Donald Mazziotti's comments of PDC support.	Pro
Letter	Kurt	Roseler	N. Portland	N. Lombard: Slough Overcrossing	Crucial freight connection for industrial businesses.	Pro
E-mail	Scott	Witt	SW Portland	N. Lombard: Slough Overcrossing	Extremely important for growth of Rivergate area.	Pro
Letter	Catherine	Ciarlo	NE Portland	Naito Parkway Road Reconstruction	Will reduce congestion and help bike commuting.	Pro
Testimony	Harriet	Cormack	SW Portland	Naito Parkway Road Reconstruction	Project will assist with the increased traffic flows that link into existing and future pathways.	Pro
Website	Julie	DiLeone		Naito Parkway Road Reconstruction	In winter, too dangerous to bike commute; unsafe.	Pro
E-mail	Jeff	Fryer	SW Portland	Naito Parkway Road Reconstruction	Support anything to make Naito safer for bikes.	Pro
Testimony	Ann	Gardner	Portland	Naito Parkway Road Reconstruction	Expressed support for this project.	Pro
Website	Tobias	Grazini		Naito Parkway Road Reconstruction	Desperately needs repair; strongly supports funding.	Pro
Testimony	Chris	Hathaway	SW Portland	Naito Parkway Road Reconstruction	Waterfront Park huge part of downtown lifestyle; project would add sidewalks and address safety.	Pro
Testimony	Lee	Johnson	NE Portland	Naito Parkway Road Reconstruction	Expressed support for this project.	Pro
E-mail	Paul	Kaptur		Naito Parkway Road Reconstruction	Bike commuter on Barber; need exit lanes to Naito.	Pro
Testimony	Wayne	Kingsley	SE Portland	Naito Parkway Road Reconstruction	Expressed support for this project.	Pro
Website	Merlin	Larimer		Naito Parkway Road Reconstruction	Design two lanes with bike paths and sidewalks.	Pro
Website	K-lynn	Liden		Naito Parkway Road Reconstruction	Keep planned bike lanes as part of this project.	Pro

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E-mail	Kiran	Limaye		Naito Parkway Road Reconstruction	Complete the work when Harbor freeway taken down.	Pro
Website	Lance	Lindahl		Naito Parkway Road Reconstruction	Full reconstruction is needed; fund this project.	Pro
Form	Anne	Madden	NW Portland	Naito Parkway Road Reconstruction	Supports this project as part of MTIP funding vote.	Pro
Letter	Bill	Maris	Portland	Naito Parkway Road Reconstruction	Portland Freight Committee supports full funding.	Pro
Letter	Donald	Mazziotti	NW Portland	Naito Parkway Road Reconstruction	PDC urges support of this project for vibrant area.	Pro
Website	Rod	Merrick		Naito Parkway Road Reconstruction	Support repaving, only needs to be maintained.	Con
Website	Anne	Naito-Campbell		Naito Parkway Road Reconstruction	Remember vision and restore street named for father.	Pro
Website	Terry	Parker		Naito Parkway Road Reconstruction	Ten-foot lane is unsafe, no reduction in vehicle lanes.	Con
Testimony	Martha	Richmond	NW Portland	Naito Parkway Road Reconstruction	Read Donald Mazziotti's comments of PDC support.	Pro
Letter	John	Russell	SW Portland	Naito Parkway Road Reconstruction	Needed to repair deficiencies and improve design.	Pro
Website	Aaron	Tarfman		Naito Parkway Road Reconstruction	Support efforts to improve connectivity at the park.	Pro
Testimony	Paddy	Tillet	SW Portland	Naito Parkway Road Reconstruction	Will redevelop inactive parking lots and make pedestrian crossings safer.	Pro
Website	Paul	Wilson		Naito Parkway Road Reconstruction	Desperately needed project is currently dangerous.	Pro
Letter	Kathy	Everett	Gresham	NE 242nd Ave: Stark to Glisan Reconstruction	Reconsider; important link for East County cities.	Pro
Website	Aaron	Tarfman		NE 242nd Ave: Stark to Glisan Reconstruction	Do not support adding two travel lanes to road.	Pro
Letter	Shirley	Huffman	Hillsboro	NE 28th Ave: East Main to Grant	Urges support to alleviate major bottleneck.	Pro
Letter	Corky	Collier	Portland	NE Sandy Blvd: 207th to 238th	Columbia Corridor urges project for better traffic flow.	Pro
Testimony	Corky	Collier	Portland	NE Sandy Blvd: 207th to 238th	CCA sees as inexpensive way to improve traffic flow.	Pro
Letter	Diane	Linn	SE Portland	NE Sandy Blvd: 207th to 238th	Will support industrial development in the area.	Pro
Letter	Lonnie	Roberts		NE Sandy Blvd: 207th to 238th	Supports economic development in industrial area.	Pro
Testimony	Sandra	Doubleday	West Linn	NE Sandy Blvd: 207th to 238th Ave.	Expressed support for this project.	Pro
Website	Seth	Alford		Next Priority Corridor Study	You'll impose dystopian planning vision on corridors.	Con
Website	Mike	Boer		Next Priority Corridor Study	Hope it includes I-205 type Western Bypass to I-5.	Pro
Letter	Catherine	Ciarlo	NE Portland	ODOT Preservation - Powell: 50th to I-205	Supportive of ODOT coordination with Metro on bikes	Pro
Website	Merlin	Larimer		ODOT Preservation - Powell: 50th to I-205	Powell desperately needs better bikability.	Pro
Website	Lance	Lindahl		ODOT Preservation - Powell: 50th to I-205	Promote safer access; additional use of bike paths.	Pro
E-mail	Sarah	Lyons	SE Portland	Powell Boulevard from I-205 to Gresham	Needs safety upgrade, turn lanes, bike paths.	Pro
E-mail	Thomas	Cooper	Beaverton	Powerline Trail - North	Supports funding for trail at Mt. Williams.	Pro
Petition	Patrick	Flanagan	Beaverton	Powerline Trail - North	Petition in support of project with 12 signatures.	Pro
Form	John	Kowalczyk	Beaverton	Powerline Trail - North	Unquestionably beneficial to bike/ped travel on trails.	Pro
Form	Richmond	Stevens	Beaverton	Powerline Trail - North	Opposed to logging in area of trail, preserve nature.	Pro
Form	Marilyn	Watanabe	Beaverton	Powerline Trail - North	Too little forest in community, so much growth.	Pro
Testimony	Marvin	Doty	Beaverton	Powerline Trail (North and South)	Helps protect water in area; completes trail system.	Pro
Testimony	John	Griffiths	Beaverton	Powerline Trail (North and South)	Expressed support for both trails in Beaverton, Tigard	Pro
Testimony	Catherine	Arnold	Beaverton	Powerline Trail (North)	Expressed support for this trail project.	Pro
Testimony	Sherry	Atherton	Beaverton	Powerline Trail (North)	Advocated for trail as important link for families.	Pro
Form	John	Barnocky	Beaverton	Powerline Trail (North)	Good quality of life in neighborhood; park system.	Pro
Website	Richard	Bewersdorff		Powerline Trail (North)	Important link; safe north-south route off street.	Pro
E-mail	Dena	Bindewald	Washington Cty.	Powerline Trail (North)	Strongly supports trail at Mt. Williams; save lands.	Pro
Website	John	Bucsek		Powerline Trail (North)	More off-street multi-use trails needed for families.	Pro
Letter	Catherine	Ciarlo	NE Portland	Powerline Trail (North)	Not enough connected bike routes in this area.	Pro
E-mail	Scott	Crabtree	NW Portland	Powerline Trail (North)	Asks continued support for these projects.	Pro
Testimony	Rich	Crimi	Beaverton	Powerline Trail (North)	Dedicated path would provide safety to bike/peds.	Pro

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Website	Joseph	Donnegan		Powerline Trail (North)	Needed to reduce vehicle traffic, make commute path	Pro
E-mail	Jack	Edin	Aloha	Powerline Trail (North)	Keep the trees in Evergreen Terrace for wildlife.	Pro
Form	Patricia	Forman	Beaverton	Powerline Trail (North)	Preserve what we can; so much development in area	Pro
Form	Michelle & Ron	Gale	Beaverton	Powerline Trail (North)	Thrilled to have park, path added to neighborhood.	Pro
Testimony	Amy	Hawthorne	Beaverton	Powerline Trail (North)	Important to preserve existing nature.	Pro
Website	Marilyn	Hayward		Powerline Trail (North)	Love to see project finished; safer trail for cyclists.	Pro
Testimony	Tom	Hjort	Beaverton	Powerline Trail (North)	Project needed to complete gaps, provide safety.	Pro
Testimony	Cheryl	Hoy	Beaverton	Powerline Trail (North)	Loss of trees and wildlife a concern; project needed.	Pro
Form	Kimberly	Karper	Beaverton	Powerline Trail (North)	Love to see forested land behind house preserved.	Pro
Website	Merlin	Larimer		Powerline Trail (North)	Bicyclists rejoice!	Pro
Form	Jerome	Lefor	Beaverton	Powerline Trail (North)	Asking for all-out effort to purchase land for park!	Pro
Testimony	Cheryl	Lynn	Beaverton	Powerline Trail (North)	Expressed support for this project.	Pro
Form	Cheryl,Richard	Lynn	Beaverton	Powerline Trail (North)	Would make Beaverton more livable; keep natural.	Pro
Form	Anne	Madden	NW Portland	Powerline Trail (North)	Supports this project as part of MTIP funding vote.	Pro
Website	Kenneth	Maupin		Powerline Trail (North)	Completing gaps will encourage use of the trail.	Pro
Testimony	Vince	Montecalvo	Beaverton	Powerline Trail (North)	Supports project; concerned with increased traffic.	Pro
E-mail	Judi	Murfin	Beaverton	Powerline Trail (North)	Mt. Williams portion needs trails, natural areas.	Pro
Petition	Elizabeth	Nicholson	Beaverton	Powerline Trail (North)	Petition with 58 signatures in support of the trail.	Pro
Form	John & Carol	Nordling	Beaverton	Powerline Trail (North)	Witnessed expansion in 25 years; wise use of funds.	Pro
Website	Gary	Rennebohm		Powerline Trail (North)	Excellent project, safe route for cyclists to commute.	Pro
Testimony	Geoff	Roach	SW Portland	Powerline Trail (North)	Trust for Public Lands stated MTIP important funding source to accomplish 2040 goals, access to nature.	Pro
Petition	Geoff	Roach	SW Portland	Powerline Trail (North)	Petition with 183 signatures in support of trail provided by Trust for Public Lands.	Pro
Website	Duane	Roberts		Powerline Trail (North)	Supports full funding to fill key gap in existing trail.	Pro
Website	Jessica	Roberts		Powerline Trail (North)	Exciting to see how this will connect to trail system.	Pro
E-mail	Linda	Rudnick	Beaverton	Powerline Trail (North)	Delighted to see preservation of greenspaces, trail.	Pro
Letter	Kim	Rush	Beaverton	Powerline Trail (North)	Totally support expanding this trail; wildlife near us.	Pro
Website	Anna	Scalera		Powerline Trail (North)	Great for commuters, residents and families!	Pro
Testimony	Comm. Dick	Schouten	Beaverton	Powerline Trail (North)	Expressed support for these trails, making a rare route that ties together arterials and transit choices.	Pro
Letter	Comm. Dick	Schouten	Beaverton	Powerline Trail (North)	Funding for Mt. Williams trail critical, can't wait.	Pro
Letter	Corey	Sevigny	SE Portland	Powerline Trail (North)	Boon for commuters and recreation cyclists.	Pro
Testimony	Pat	Shaleny	Beaverton	Powerline Trail (North)	Expressed support for trail and wildlife; has concerns about additional traffic as people use trailhead.	Pro
Form	Barry	Shapiro	Beaverton	Powerline Trail (North)	Deforestation would destroy ecosystem; keep park.	Pro
Website	Barbara	Shields		Powerline Trail (North)	Endorses funding for continuous trail on corridor.	Pro
Testimony	Kirk	Skeeland	Beaverton	Powerline Trail (North)	A natural extension to existing trail system.	Pro
Form	Lois	Smith	Beaverton	Powerline Trail (North)	Do not let trees be torn down for more houses, cars.	Pro
Testimony	Amy	Stork	N Portland	Powerline Trail (North)	Connects suburban bike commuters to Portland.	Pro
Testimony	Donna	Stuhr	Beaverton	Powerline Trail (North)	Advocate of walking trails in urban areas.	Pro
Letter	Donna	Stuhr	Beaverton	Powerline Trail (North)	Necessary to serve as a viable, unique regional trail.	Pro



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Testimony	Aaron	Tarfman	SE Portland	Powerline Trail (North)	Strongly recommends this project.	Pro
Website	Aaron	Tarfman		Powerline Trail (North)	This project a priority; serious impediment to safety.	Pro
Form	Katie	Todd	Beaverton	Powerline Trail (North)	Would like forest behind home turned into a park.	Pro
Letter	Ronald	Willoughby	Beaverton	Powerline Trail (North)	Project connects commercial, residential, transit; has strong community support, matching funds.	Pro
Letter	Ronald	Willoughby	Beaverton	Powerline Trail (North)	Four agencies support this trail, which will connect 5,000 residents to MAX, jobs, shopping and parks.	Pro
Petition	Ronald	Willoughby	Beaverton	Powerline Trail (North)	Petition with 67 signatures in support of trail project.	Pro
Testimony	Barbara	Wilson	Beaverton	Powerline Trail (North)	Urged support; city allocated funding to help buy it.	Pro
E-mail	David	Yudkin	SE Portland	Powerline Trail (North)	Important for bicycling and well-being of community.	Pro
Website	Sarah	Branum		Powerline Trail (North)	Important to keep Portland bicycle and ped friendly.	Pro
Letter	Mayor Rob	Drake	Beaverton	Powerline Trail (North)	Important corridor will benefit all users; city supports.	Pro
Letter	Donna	Stuhr	Beaverton	Powerline Trail (North)	Tualatin Hills Park & Rec supports trail system.	Pro
Letter	Mayor Rob	Drake	Beaverton	Powerline Trail (South)	Important corridor will benefit all users; city supports.	Pro
Website	John	Frewing		Powerline Trail (South)	Provide educational signs for green features, swales.	Pro
Form	Tom	Hjort	Beaverton	Powerline Trail (South)	Use corridor to the public's great benefit.	Pro
Form	Trevis	Karper	Aloha	Powerline Trail (South)	Fully supports park on Mt. Williams as possible resource for outdoor classroom to study wildlife.	Pro
Website	Merlin	Larimer		Powerline Trail (South)	Bicyclists rejoice some more!	Pro
Form	Darren	Lee	Beaverton	Powerline Trail (South)	This project is critical for parks, trails in Beaverton and to protect wildlife on Mt. Williams.	Pro
Testimony	Julie	Russell	Beaverton	Powerline Trail (South)	Few north/south paths or sidewalks; need safety.	Pro
Website	Katie	Saunders		Powerline Trail (South)	We use path to walk to the store rather than drive.	Pro
Letter	Comm. Dick	Schouten	Hillsboro	Powerline Trail (South)	Need continuous trail north/south to Tualatin River.	Pro
Letter	Donna	Stuhr	Beaverton	Powerline Trail (South)	Tualatin Hills Park and Rec District advocates the development of this regional trail; will have impact.	Pro
Letter	Carl	Switzer	Tigard	Powerline Trail (South)	City has local match; trail needed for north/south connection allowing residents safe route over Bull Mt	Pro
Testimony	Aaron	Tarfman	SE Portland	Powerline Trail (South)	Strongly recommends this project.	Pro
Website	Aaron	Tarfman		Powerline Trail (South)	Should be serious priority, closes serious gap.	Pro
Testimony	Tom	Woodruff	Tigard	Powerline Trail (South)	Trail rests in area without parks or north/south routes	Pro
Website	Merlin	Larimer		Regional Freight Planning	Freight remains critical to local economy!	Pro
Letter	Bill	Maris	Portland	Regional Freight Planning	Portland Freight Committee supports full funding.	Pro
Website	Dan	Wade		Regional Freight Planning	New bridge needed west of St. Johns Bridge.	Pro
Website	Seth	Alford		Regional TOD LRT Station Area Program	\$3 million for this nonsense? No, no and no.	Con
Letter	Mayor Charles	Becker	Gresham	Regional TOD LRT Station Area Program	Helps our goal of developing vibrant station areas.	Pro
Letter	Peter	Behringer	Washington DC	Regional TOD LRT Station Area Program	TOD offers sources of funding to improve livability.	Pro
Letter	Tom	Benjamin	Beaverton	Regional TOD LRT Station Area Program	TOD knowledgeable and effective in aiding financing.	Pro
Letter	Fred	Bruning	Gresham	Regional TOD LRT Station Area Program	Center Oak supports creative land development.	Pro
Letter	Kira	Cador	SW Portland	Regional TOD LRT Station Area Program	TOD excellent partner on mixed-use developments.	Pro
Letter	Mayor Rob	Drake	Beaverton	Regional TOD LRT Station Area Program	Valuable tool to assist transit-oriented development.	Pro
Letter	Kathy	Everett	Gresham	Regional TOD LRT Station Area Program	Bring higher-density housing into downtown.	Pro
Letter	Charlotte	Gallagher	Portland	Regional TOD LRT Station Area Program	Pacific Continental Bank supports mixed-use goals.	Pro
Letter	Eric	Glazzard	Beaverton	Regional TOD LRT Station Area Program	Ananda concerned with quality of life in culture.	Pro
Letter	Jay	Graves	NE Portland	Regional TOD LRT Station Area Program	Bike Gallery owner supports TOD redevelopment.	Pro

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Letter	Mayor Tom	Hughes	Hillsboro	Regional TOD LRT Station Area Program	Necessity to continue redevelopment of downtown.	Pro
Letter	Mayor Vera	Katz	Portland	Regional TOD LRT Station Area Program	TOD program complimentary to our livability goals.	Pro
Website	Merlin	Larimer		Regional TOD LRT Station Area Program	TODs are the only way to go.	Pro
Website	Merlin	Larimer		Regional TOD LRT Station Area Program	TOD essential partner to successful lightrail system.	Pro
Letter	Holden	Leung	SE Portland	Regional TOD LRT Station Area Program	TOD can help fund urban villages that add to livability	Pro
Testimony	Elizabeth	Livingston	Gresham	Regional TOD LRT Station Area Program	Expressed support for TOD implementation.	Pro
Letter	Ed	McNamara	NE Portland	Regional TOD LRT Station Area Program	Necessary and far-sighted strategy for growth.	Pro
Letter	Gil	Munoz	Cornelius	Regional TOD LRT Station Area Program	Supports TOD funding for livability and redevelopment	Pro
Letter	Jeff	Myhre	SE Portland	Regional TOD LRT Station Area Program	Higher density mixed-use land increases transit use.	Pro
Letter	Mike	Rossman	Gresham	Regional TOD LRT Station Area Program	TOD program unique in country and a success.	Pro
Letter	Amy	Saberian	Tigard	Regional TOD LRT Station Area Program	Supports infill and redevelopment projects.	Pro
Website	Aaron	Tarfman		Regional TOD LRT Station Area Program	Supports rail service to Clackamas Town Center.	Pro
Website	Aaron	Tarfman		Regional TOD LRT Station Area Program	Supports light rail to Clackamas Town Center.	Pro
Testimony	Charlotte	Gallagher	SW Portland	Regional TOD projects (all)	Supports all TOD programs as a lender; enhances her ability to "sell" the loan to her bank.	Pro
Testimony	Tom	Kemper	SW Portland	Regional TOD projects (all)	Without funding from MTIP, would not be able to move forward on his mixed-use projects.	Pro
Testimony	Jeff	Myhre	SE Portland	Regional TOD projects (all)	Increases quality of design and opportunities.	Pro
Testimony	Mike	Rossman	NE Portland	Regional TOD projects (all)	Expressed support for all TOD projects in MTIP.	Pro
Testimony	John	Wiebke	Hillsboro	Regional TOD projects (all)	Expressed support for Metro's TOD program.	Pro
Testimony	Janet	Young	Beaverton	Regional TOD projects (all)	TOD projects need public subsidy to get built.	Pro
Testimony	Moji	Momeni	Beaverton	Regional TOD projects (three major projects)	TOD funding important for downtown Beaverton and TOD projects assist with reducing traffic.	Pro
Letter	Mayor Charles	Becker	Gresham	Regional TOD Urban Center Program	TOD urban center program is highly effective.	Pro
Letter	Peter	Behringer	Washington DC	Regional TOD Urban Center Program	Unique funding for urban centers not along light rail.	Pro
Letter	Tom	Benjamin	Beaverton	Regional TOD Urban Center Program	Urge funding for low-income, 3-story developments.	Pro
Letter	Mayor James	Bernard	Milwaukie	Regional TOD Urban Center Program	Funding and assistance helps mixed-use projects.	Pro
Letter	Mayor James	Bernard	Milwaukie	Regional TOD Urban Center Program	Important to support development of town center.	Pro
Testimony	Kevin	Cavanaugh	NE Portland	Regional TOD Urban Center Program	Small developer very happy with TOD program as smart way to get smart growth.	Pro
Letter	Mayor Rob	Drake	Beaverton	Regional TOD Urban Center Program	Unique area downtown with potential for growth.	Pro
Letter	Kathy	Everett	Gresham	Regional TOD Urban Center Program	Helps provide investment in urban centers.	Pro
Letter	Charlotte	Gallagher	Portland	Regional TOD Urban Center Program	Pacific Continental Bank supports mixed-use goals.	Pro
Letter	Eric	Glazzard	Beaverton	Regional TOD Urban Center Program	Ananda concerned with quality of life in culture.	Pro
Letter	Jay	Graves	NE Portland	Regional TOD Urban Center Program	Bike Gallery owner supports TOD redevelopment.	Pro
Letter	Mayor Judie	Hammerstad	Lake Oswego	Regional TOD Urban Center Program	Public investment has aided Lakeview Village center.	Pro
Letter	Mayor Vera	Katz	Portland	Regional TOD Urban Center Program	TOD program complimentary to our livability goals.	Pro
Letter	Thomas	Kemper	SW Portland	Regional TOD Urban Center Program	Valuable resource for smart growth in urban centers.	Pro
Website	Merlin	Larimer		Regional TOD Urban Center Program	Infill TOD is much better than greenfield TOD!	Pro
Letter	Holden	Leung	SE Portland	Regional TOD Urban Center Program	TOD can help fund urban villages that add to livability	Pro
Testimony	Elizabeth	Livingston	Gresham	Regional TOD Urban Center Program	Expressed support for TOD implementation.	Pro
Letter	Ed	McNamara	NE Portland	Regional TOD Urban Center Program	TOD a fiscally responsible vehicle for smart growth.	Pro
Letter	Gil	Munoz	Cornelius	Regional TOD Urban Center Program	Supports TOD funding for livability and redevelopment	Pro
Letter	Jeff	Myhre	SE Portland	Regional TOD Urban Center Program	Mixed-use projects add vitality but are more costly.	Pro
Letter	Mike	Rossman	Gresham	Regional TOD Urban Center Program	TOD program a good model for partnerships.	Pro

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Testimony	Alice	Rouyer	Milwaukie	Regional TOD Urban Center Program	TOD program very helpful to City of Milwaukie and helped the North Main Project.	Pro
Letter	Amy	Saberian	Tigard	Regional TOD Urban Center Program	Supports TOD funding for livability and redevelopment	Pro
Letter	Amy	Saberian	Tigard	Regional TOD Urban Center Program	Supports infill and redevelopment projects.	Pro
E-mail	Debbie	Brodie	Hillsboro	Rock Creek Trail: Orchard Park to Wilkens	South extension further enables access by citizens.	Pro
E-mail	Neshia	Cameron	Beaverton	Rock Creek Trail: Orchard Park to Wilkens	Will assist with achieving vision and connectivity.	Pro
Letter	Nancy	Canston	Hillsboro	Rock Creek Trail: Orchard Park to Wilkens	Bike and Ped Task Force supports trail as "spine."	Pro
Letter	Nancy	Causton	Hillsboro	Rock Creek Trail: Orchard Park to Wilkens	Vigorously supports trail in dense neighborhoods.	Pro
Letter	Catherine	Ciarlo	NE Portland	Rock Creek Trail: Orchard Park to Wilkens	Connects neighborhoods to transit and regional links	Pro
Letter	John	Coulter	Hillsboro	Rock Creek Trail: Orchard Park to Wilkens	Hillsboro Vision Committee supports trail link; Vision and Action Plan adopted with extensive public input.	Pro
Letter	Danny	Denning	Hillsboro	Rock Creek Trail: Orchard Park to Wilkens	Provides extension of safe bike/ped route; needed.	Pro
E-mail	Danny	Denning	Hillsboro	Rock Creek Trail: Orchard Park to Wilkens	Greatly enhance connectivity of existing trail system	Pro
E-mail	Bill	Erickson	Beaverton	Rock Creek Trail: Orchard Park to Wilkens	Uses trail to get to Tanasbourne; peaceful break.	Pro
Letter	Joe & Melissa	Gall	Hillsboro	Rock Creek Trail: Orchard Park to Wilkens	Off-street trail provides link to employment, walkers.	Pro
E-mail	Teresa	Gibson	Hillsboro	Rock Creek Trail: Orchard Park to Wilkens	Good trail for walking, biking to shopping and parks.	Pro
Letter	Bud	Harris	Hillsboro	Rock Creek Trail: Orchard Park to Wilkens	High priority for city, bike commuters; vital link.	Pro
E-mail	Bud	Harris		Rock Creek Trail: Orchard Park to Wilkens	Trail needed to encourage more physical activity to promote healthy activity, avoid obesity.	Pro
Testimony	Doug	Hunt	Beaverton	Rock Creek Trail: Orchard Park to Wilkens	Expressed support for this trail.	Pro
E-mail	Maegan	Jossy	Hillsboro	Rock Creek Trail: Orchard Park to Wilkens	Love to use trail to bike or run out into the country.	Pro
Form	Anne	Madden	NW Portland	Rock Creek Trail: Orchard Park to Wilkens	Supports this project as part of MTIP funding vote.	Pro
Letter	Councilor Susan	McLain	Hillsboro	Rock Creek Trail: Orchard Park to Wilkens	Trail connects new library, retail, neighborhood.	Pro
E-mail	Bruce	Oldenburg	Hillsboro	Rock Creek Trail: Orchard Park to Wilkens	Supports trail extension for Intel and county cyclists.	Pro
E-mail	Pam	Reid	Beaverton	Rock Creek Trail: Orchard Park to Wilkens	Important link in Washington County for safe access to employment, shopping, light rail and parks.	Pro
Letter	Tyler	Ryerson	Hillsboro	Rock Creek Trail: Orchard Park to Wilkens	Need for options that are bike/ped friendly links.	Pro
Testimony	Kevin	Smith	Hillsboro	Rock Creek Trail: Orchard Park to Wilkens	Urged support by JPACT and Metro Council.	Pro
Testimony	Kevin	Smith	Hillsboro	Rock Creek Trail: Orchard Park to Wilkens	City proposing 40% match to MTIP funding for trail.	Pro
Testimony	John	Wiebke	Hillsboro	Rock Creek Trail: Orchard Park to Wilkens	Extension of current trail, will provide access to Thomas Station planning area; important link to trails	Pro
Testimony	John	Wiebke	Hillsboro	Rock Creek Trail: Orchard Park to Wilkens	Urged support by JPACT and Metro Council.	Pro
Testimony	John	Wiebke	Hillsboro	Rock Creek Trail: Orchard Park to Wilkens	City proposing 40% match to MTIP funding for trail.	Pro
Testimony	Ron	Willoughby	Beaverton	Rock Creek Trail: Orchard Park to Wilkens	Urged support by JPACT and Metro Council.	Pro
Testimony	Sandra	Doubleday	West Linn	Rockwood Ped to MAX	Expressed support for this project.	Pro
Letter	Richard	Dwyer	Rockwood	Rockwood Ped to MAX	CAC urges support for direct link to transit, activities.	Pro
Letter	Kathy	Everett	Gresham	Rockwood Ped to MAX	Gresham TAC supports project for livability of city.	Pro
Letter	Cliff	Kohler	Gresham	Rockwood Ped to MAX	Key missing link in off-street East County network.	Pro
Letter	Teresa	Kuminski	Rockwood	Rockwood Ped to MAX	CAC urges support for park to balance density.	Pro
Letter	Roger	Meyer	Rockwood	Rockwood Ped to MAX	Rockwood Neighbor. Assn. strongly urges funding.	Pro
Letter	Lonnie	Roberts		Rockwood Ped to MAX	Constructs public plaza and improvements, lights.	Pro
Letter	Bill	Willmes	Gresham	Rockwood Ped to MAX	Key to the success of Rockwood; congested street.	Pro
Website	Hal	Ballard		Rose Biggi Extension: Crescent to Hall	Have project include bike lanes, not shared roadway.	
Form	Anne	Madden	NW Portland	Rose Biggi Extension: Crescent to Hall	Supports this project as part of MTIP funding vote.	Pro
Testimony	Bob	Tenner	Beaverton	Rose Biggi Extension: Crescent to Hall	Expressed support for this project.	Pro

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Testimony	Janet	Young	Beaverton	Rose Biggi Extension: Crescent to Hall	Supports for development of regional town center.	Pro
Testimony	Sandra	Doubleday	West Linn	RTO Base Program	Expressed support for this program.	Pro
E-mail	Judy	Edwards	NW Portland	RTO Base Program	Urge you to support TMAs to reduce trips and miles.	Pro
Website	Jessica	Roberts	N. Portland	RTO Preferred: Two Added TravelSmart projects	Practical, effective tool to change behavior; smart.	Pro
Testimony	Lenny	Anderson	N. Portland	RTO: Three Travel/Smart Projects	In support of all three RTO projects to get cars off roads to make more room for freight movement.	Pro
Letter	Catherine	Ciarlo	NE Portland	RTO: Three TravelSmart Projects	Uses effective international model to reduce autos.	Pro
Testimony	Sandra	Doubleday	West Linn	RTO: Three TravelSmart Projects	Expressed support for these projects.	Pro
Website	Lance	Lindahl		RTO: Three TravelSmart Projects	Huge success in Hillsdale; fund three more programs	Pro
Form	Anne	Madden	NW Portland	RTO: Three TravelSmart Projects	Supports this project as part of MTIP funding vote.	Pro
Website	Seth	Alford		Scholls Ferry Road: Raleigh Hills Town Center	Put in a full bicycle lane at this spot; Town Center designation removed some years ago by Wash Cty.	Pro
Website	Leo	Baldwin		Scholls Ferry Road: Raleigh Hills Town Center	No mention of bike lanes; redundant but important.	Pro
Website	Hal	Ballard		Scholls Ferry Road: Raleigh Hills Town Center	You call it ped project; where to put bicycles?	Pro
Website	Mike	Bragg		Scholls Ferry Road: Raleigh Hills Town Center	Laudable project; concerned that room for bikes lost.	Pro
Website	Catherine	Albrecht		SE 129th Sidewalks and Bike Lane	Excited about project; too dangerous now to use.	Pro
Website	Kerry	Bittler		SE 129th Sidewalks and Bike Lane	Badly needed to improve safety near school.	Pro
E-mail	Rachel	Janzen	Happy Valley	SE 129th Sidewalks and Bike Lane	Need safe path for walkers, bikes; avoid pollution.	Pro
Website	Merlin	Larimer		SE 129th Sidewalks and Bike Lane	Treacherous area to traverse on bicycle, as is.	Pro
Website	Randy	Nicolay		SE 129th Sidewalks and Bike Lane	Very dangerous section needs funding for safety.	Pro
Website	Aaron	Tarfman		SE 129th Sidewalks and Bike Lane	Dangerous arterial creates hazard for students, park.	Pro
Website	Robert	Wheeler		SE 129th Sidewalks and Bike Lane	Please fund 129th into Happy Valley for safety.	Pro
Website	Randy	Nicolay	Happy Valley	SE 172nd Phase 1: Sunnyside to Hwy 212	Extremely dangerous, over-used; make it safer.	Pro
Letter	Wilda	Parks	Clackamas	SE 172nd Phase 1: Sunnyside to Hwy 212	Critical project that will help create new jobs.	Pro
Website	Aaron	Tarfman		SE 172nd Phase 1: Sunnyside to Hwy 212	Wider lanes do not solve congestion problems.	Con
E-mail	Ronald	Till	Happy Valley	SE 172nd Phase 1: Sunnyside to Hwy 212	Damascus expansion creates need for more roads and improvements to handle increased traffic flow.	Pro
E-mail	Chris	Utterback		SE 172nd Phase 1: Sunnyside to Hwy 212	Growing area needs safer highway connections.	Pro
Website	Robert	Wheeler	Clackamas Cty.	SE 172nd Phase 1: Sunnyside to Hwy 212	Please fund this project; growth coming our way.	Pro
Testimony	Jeff	Bennett	Clackamas	SE 172nd Phase 1: Sunnyside to Hwy 212	Read letter from Jerry Smith, Clackamas County Economic Development Commission, in support.	Pro
Testimony	Mayor Eugene	Grant	Happy Valley	SE 172nd Phase 1: Sunnyside to Hwy 212	In support of this project for economic development.	Pro
Testimony	Dick	Jones	Oak Grove	SE 172nd Phase 1: Sunnyside to Hwy 212	Spoke in support of funding this project.	Pro
Letter	Martha	Waldemar	Clackamas	SE 172nd Phase 1: Sunnyside to Hwy 212	Important access for economic development in area.	Pro
Testimony	Gregg	Weston	Lake Oswego	SE 172nd Phase 1: Sunnyside to Hwy 212	Spoke for Paul DeMarco; in support of new jobs.	Pro
E-mail	Dana	White	NE Portland	SE 172nd Phase I: Sunnyside to Hwy 212	Providence Health System asks funding for project in area with potential to generate 2,600 jobs in decade.	Pro
Website	Mary	Fulton		SE Hawthorne: 20th to 50th Avenue	Hundreds of bike commuters use Hawthorne, not me	Pro
Website	Merlin	Larimer		SE Hawthorne: 20th to 50th Avenue	Definitely needed, but why not bike lanes?	Pro
Website	Terry	Parker		SE Hawthorne: 20th to 50th Avenue	Should not include curb extensions for bus stops.	Con
Website	Anna	Scalera		SE Hawthorne: 20th to 50th Avenue	Deceptively unsafe street; important to fund.	Pro
Website	Linda	Aeder		Sellwood Bridge Replacement	If widened, would be much safer for peds and bikes.	Pro
E-mail	Nancy Jo	Ames		Sellwood Bridge Replacement	Sellwood Bridge definitely!	Pro
Website	Arthur	Armour		Sellwood Bridge Replacement	Sellwood Bridge very convenient crossing for bikes.	Pro
Letter	Mayor James	Bernard	Milwaukie	Sellwood Bridge Replacement	Important link for city businesses and workers.	Pro

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Letter	John	Bloss	SE Portland	Sellwood Bridge Replacement	Any improvement to unsafe access appreciated.	Pro
Website	Elaine	Bothe		Sellwood Bridge Replacement	Keep as bike/ped bridge; piece of PDX history.	Pro
Website	Sarah	Branum		Sellwood Bridge Replacement	Bridge dangerous enough to keep cyclists in cars.	Pro
Letter	Catherine	Ciarlo	NE Portland	Sellwood Bridge Replacement	Dangerous and frightening for cyclists; a barrier now.	Pro
E-mail	Scott	Crabtree	NW Portland	Sellwood Bridge Replacement	Asks continued support for these projects.	Pro
E-mail	Carolyn	Devine		Sellwood Bridge Replacement	Inadequate for bikes and peds; unsafe; windy.	Pro
Website	Anna	Foucek		Sellwood Bridge Replacement	Having a safe crossing would increase cyclists.	Pro
Website	Mary	Fulton		Sellwood Bridge Replacement	Friend had bad accident on bridge; protect bicyclists	Pro
Letter	John	Fyre	SE Portland	Sellwood Bridge Replacement	SMILE supports funding of urgently needed project.	Pro
Testimony	Ann	Gardner	Portland	Sellwood Bridge Replacement	Expressed support for this project.	Pro
Website	David	Garlock		Sellwood Bridge Replacement	Replacing bridge crucial for peds and cyclists.	Pro
Website	Chris	Gates		Sellwood Bridge Replacement	Vital for transportation; keep bicycle front and center.	Pro
Website	Ben	Gillespie		Sellwood Bridge Replacement	Important to provide safe river crossing for cyclists.	Pro
Website	Sean	Green		Sellwood Bridge Replacement	Very much needed with growth expected; preserve old bridge as pedestrian or multi-use path.	Pro
Website	Robert & Toni	Greening		Sellwood Bridge Replacement	Current deteriorated bridge not friendly for bike/ped.	Pro
Testimony	Brad	Halverson	N. Portland	Sellwood Bridge Replacement	Expressed support for this project.	Pro
Website	Scott	Hardister		Sellwood Bridge Replacement	Bridge too dangerous for committed bike commute.	Pro
Website	Kathryn	Harrington		Sellwood Bridge Replacement	Risk my life crossing bridge; hope can be widened.	Pro
Website	Derwyn	Harris		Sellwood Bridge Replacement	Pleased to see consideration of adding bike lanes.	Pro
Website	Marilyn	Hayward		Sellwood Bridge Replacement	Taking my life in my hands as cyclist on bridge.	Pro
Website	Beth	Heins		Sellwood Bridge Replacement	Currently, invitation to disaster; hairpin turn too tight.	Pro
E-mail	Virginia	Hendrickson	SW Portland	Sellwood Bridge Replacement	Bike commuter wants better bike lanes on bridge.	Pro
Testimony	Dana	Hepper	SE Portland	Sellwood Bridge Replacement	Bridge low rated, bus can't use; bike/ped use limited.	Pro
E-mail	Dana	Hepper	SE Portland	Sellwood Bridge Replacement	Voiced support for this project.	Pro
Website	John	Hines	SE Portland	Sellwood Bridge Replacement	Terrifying to ride bike; needs sidewalks, bike lanes.	Pro
Website	Tom	Kiessling		Sellwood Bridge Replacement	Currently dangerous for cyclists; needs bike lanes.	Pro
Letter	Mary	King	SE Portland	Sellwood Bridge Replacement	Concerned about safety of bridge; begin work now.	Pro
Website	Ted	Ladd		Sellwood Bridge Replacement	A death trap waiting to happen for cyclists.	Pro
Website	James	Lagowski		Sellwood Bridge Replacement	Dangerous and scary, even walking bike on bridge.	Pro
Website	Amelia	Langston		Sellwood Bridge Replacement	Adding bike lanes makes sense; add alternatives.	Pro
Website	Merlin	Larimer		Sellwood Bridge Replacement	Carry cyclists and complete streetcar loop?	Pro
Website	April	Lawrentz		Sellwood Bridge Replacement	Trail important for safe bike commuter route.	Pro
Website	Randall	Leach		Sellwood Bridge Replacement	Fix access so it can safely accommodate bikes.	Pro
Website	Lee	Leighton		Sellwood Bridge Replacement	Improve weak link in bike system; don't overwhelm the SMILE neighborhood with a larger connection.	Pro
Website	Lois	Leveen		Sellwood Bridge Replacement	Too narrow for safe bike or ped traffic; make usable.	Pro
E-mail	Al	Levi		Sellwood Bridge Replacement	Consider a 3-ft extension for bike lane; economize and consider priorities; keep bridge for economy.	Con
Website	K-lynn	Liden		Sellwood Bridge Replacement	Need is obvious; make sure bikes accommodated.	Pro
Website	Lance	Lindahl		Sellwood Bridge Replacement	Should be top priority; significant project regionwide.	Pro
Letter	Diane	Linn	SE Portland	Sellwood Bridge Replacement	County commissioners support this regional facility.	Pro
Form	Anne	Madden	NW Portland	Sellwood Bridge Replacement	Supports this project as part of MTIP funding vote.	Pro
Website	Joshua	Mann		Sellwood Bridge Replacement	Unsafe bike riding on road; strongly supports project.	Pro
E-mail	Evan	Manvel	SE Portland	Sellwood Bridge Replacement	Supports this project as year-round bike commuter.	Pro

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E-mail	Aimee	Marciniak	N. Portland	Sellwood Bridge Replacement	Safer, wider bridge for cyclists needs top priority.	Pro
Letter	Bill	Maris	Portland	Sellwood Bridge Replacement	Portland Freight Committee supports full funding.	Pro
Website	Elizabeth	Marsh	SE Portland	Sellwood Bridge Replacement	In full support of replacing bridge as bike commuter.	Pro
Website	Kenneth	Maupin		Sellwood Bridge Replacement	Sidewalk and road surface dangerous for cyclists.	Pro
Website	Terry	Mayhew		Sellwood Bridge Replacement	Currently biggest barrier to cycling in region; fund it.	Pro
Website	Nathan	Meenen		Sellwood Bridge Replacement	Thanks for making bike lanes a priority in project.	Pro
Website	Steven	Mullen		Sellwood Bridge Replacement	Sees need for a new 4-lane bridge in a new location.	Pro
E-mail	Richard	Muller	SW Portland	Sellwood Bridge Replacement	Current bridge dangerous for bike commuters.	Pro
E-mail	Richard	Muller	SW Portland	Sellwood Bridge Replacement	Need safer bridge for east/west bike commuters.	Pro
E-mail	Nora	Mylet	West Linn	Sellwood Bridge Replacement	Bike commuter needs safer bridge to west side.	Pro
Testimony	Jack	Newlevant	SE Portland	Sellwood Bridge Replacement	Supports this project.	Pro
Website	Terry	Parker	NE Portland	Sellwood Bridge Replacement	Don't replace with another narrow, obsolete bridge.	Con
Website	Seth	Patla		Sellwood Bridge Replacement	High priority for cars, bikes and peds; fund it.	Pro
Testimony	Osten	Pritchard	SE Portland	Sellwood Bridge Replacement	Necessary to study what can and can't be done here	Pro
Website	Merritt	Raitt		Sellwood Bridge Replacement	Major obstacle to bike commuting from SE PDX.	Pro
Website	Phil	Richman		Sellwood Bridge Replacement	Major connection improvement between SW & SE.	Pro
Website	Jessica	Roberts	N. Portland	Sellwood Bridge Replacement	Feared for my life on this bridge; please fix bridge.	Pro
Website	Graham	Ross	SE Portland	Sellwood Bridge Replacement	Spectacular position as commuter bike route if fixed.	Pro
E-mail	Scott	Rozell	SE Portland	Sellwood Bridge Replacement	Bike commuter supports bridge with safer bike lanes	Pro
Website	Benjamin	Salzberg		Sellwood Bridge Replacement	Unsafe for cycling due to fast speeds, narrow lanes.	Pro
Website	Anna	Scalera		Sellwood Bridge Replacement	Major missing connection in trail loop for bikes.	Pro
Website	Del	Scharffenberg		Sellwood Bridge Replacement	Impediment to bike commuting; dangerous, narrow.	Pro
Website	Joan	Sears		Sellwood Bridge Replacement	Overdue for replacement, scary; keep at top of list.	Pro
Letter	Corey	Sevigny	SE Portland	Sellwood Bridge Replacement	Needs to have bike lanes for equal space.	Pro
Website	Laura	Shaffer		Sellwood Bridge Replacement	Please build with new sidewalks and bike lanes!	Pro
Testimony	Bob	Short		Sellwood Bridge Replacement	Expressed support for this project.	Pro
Website	Luke	Skywalker		Sellwood Bridge Replacement	Rode across once, never again. No. 1 project choice.	Pro
E-mail	George Ivan	Smith	NE Portland	Sellwood Bridge Replacement	Need much better bridge with safer bike lanes.	Pro
Website	Jeff	Smith		Sellwood Bridge Replacement	Major barrier to cycling; can't fix it soon enough.	Pro
Website	Dixon	Soracco		Sellwood Bridge Replacement	Provide all funds necessary to keep project on track.	Pro
Testimony	Sue	Stafford	SE Portland	Sellwood Bridge Replacement	Bridge important to neighborhood and movement of traffic and freight along Tacoma. Busiest bridge.	
Website	Steven	Stark		Sellwood Bridge Replacement	Dangerous, needs bike lanes; replace this bridge.	Pro
E-mail	Cory	Steensen	SE Portland	Sellwood Bridge Replacement	Zupan's Market supports this project for deliveries and customer access; a major concern to business.	Pro
Testimony	Amy	Stork	N Portland	Sellwood Bridge Replacement	Missing connection in growing trail loop.	Pro
Website	Chris	Streight		Sellwood Bridge Replacement	Bike safety needs to be part of this plan; dangerous.	Pro
Testimony	Ron	Swaren	SE Portland	Sellwood Bridge Replacement	Supports new bridge but does not want to see big highway coming into Sellwood from the bridge.	Pro
Letter	Ronald	Swaren	SE Portland	Sellwood Bridge Replacement	Critical to health and revitalization of neighborhood.	Pro
Testimony	Ron	Swaren	SE Portland	Sellwood Bridge Replacement	Suggested other bridge crossings at Lake Oswego or South Waterfront area; move to minimize traffic.	Con
Testimony	Aaron	Tarfman	SE Portland	Sellwood Bridge Replacement	Strongly recommends a reconstructed project.	Pro
Website	Aaron	Tarfman		Sellwood Bridge Replacement	Crossing should be upgraded to modern standards.	Pro

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Website	Gregory	Taylor, MD	Lake Oswego	Sellwood Bridge Replacement	Please fix this bridge for bike commuters; dangerous	Pro
Website	Robert	Thoms		Sellwood Bridge Replacement	Intimidating for cyclists; close gap in region's routes.	Pro
Website	Jeff	Treece		Sellwood Bridge Replacement	Bridge needs real bike lane; barrier to cycling in area	Pro
Website	Kelda	Van Patten		Sellwood Bridge Replacement	Difficult and dangerous for cyclists; needs help.	Pro
Website	Dan	Wade		Sellwood Bridge Replacement	Convert bridge to bike/ped only; new bridge for autos.	Pro
E-mail	Gregg,Shamady	Weed	SE Portland	Sellwood Bridge Replacement	Supports funding to begin work on Sellwood Bridge.	Pro
Website	Duane	Whitehurst		Sellwood Bridge Replacement	Hopes questionable bridge moves up on funding list.	Pro
Website	Paul	Wilson	SW Portland	Sellwood Bridge Replacement	Barrier to cycling, hazardous; missing gap to fill.	Pro
E-mail	David	Yudkin	SE Portland	Sellwood Bridge Replacement	Important for bicycling and well-being of community.	Pro
Website	Diane	Zipper	NE Portland	Sellwood Bridge Replacement	THE most dangerous river crossing for bikes, peds.	Pro
Website	Josh	Alsberg		Sellwood Bridge Replacement	Dangerous bridge, glad to see it given priority.	Pro
E-mail	Nancy Jo	Ames, RN	SE Portland	Sellwood Bridge Replacement	Sellwood Bridge, definitely!!!	Pro
Website	Nancy	Beamer		Sellwood Bridge Replacement	Safety and traffic demand bridge be rebuilt ASAP.	Pro
Website	Sarah	Branum		Sellwood Bridge Replacement	Important to keep Portland bicycle and ped friendly.	Pro
Website	Michael	Broide		Sellwood Bridge Replacement	Fully supports upgrade; make more friendly to bikes.	Pro
Website	John	Bucsek		Sellwood Bridge Replacement	Project will provide alternate bike commute route.	Pro
Website	John	Bucsek		Sellwood Bridge Replacement	Much needed link for bikes and peds; make safer.	Pro
Testimony	Carlotta	Collette	Milwaukie	Sellwood Bridge Replacement	Poor condition of bridge makes huge gap in the Springwater Corridor trail system.	Pro
Website	Edward	Derby		Sellwood Bridge Replacement	Please make bridge replacement a priority.	Pro
Website	Jodie	Dierickx		Sellwood Bridge Replacement	Unsafe for cycling; so thankful for fixing this bridge.	Pro
Website	John	Dossett		Sellwood Bridge Replacement	Too narrow for safe cycling or vehicle traffic.	Pro
Testimony	Donna	Drummond	SW Portland	Sellwood Bridge Replacement	Make bridge safer for cyclists and pedestrians.	Pro
Website	Seth	Alford		Site Acquisition: Beaverton Regional Center	No; enough money spent on the Beaverton Round.	Con
Letter	David	Bell	SW Portland	Site Acquisition: Beaverton Regional Center	Supports Beaverton as downtown for west side.	Pro
Letter	Bob	Burnside	Bend	Site Acquisition: Beaverton Regional Center	Supports Beaverton's desire to enhance livability.	Pro
Letter	Mayor Rob	Drake	Beaverton	Site Acquisition: Beaverton Regional Center	Prime opportunity to aid significant redevelopment.	Pro
Letter	Mayor Vera	Katz	Portland	Site Acquisition: Beaverton Regional Center	TOD program complimentary to our livability goals.	Pro
Website	Merlin	Larimer		Site Acquisition: Beaverton Regional Center	Great development pressure; Wash Cty needs TOD.	Pro
Form	Anne	Madden	NW Portland	Site Acquisition: Beaverton Regional Center	Supports this project as part of MTIP funding vote.	Pro
Testimony	Dan	Maks	Beaverton	Site Acquisition: Beaverton Regional Center	Project would help provide high-density town center.	Pro
Testimony	Cathy	Stanton	Beaverton	Site Acquisition: Beaverton Regional Center	TOD funding allows city to commit to a vision.	Pro
Testimony	Bob	Tenner	Beaverton	Site Acquisition: Beaverton Regional Center	Expressed support for this project.	Pro
Testimony	Jeff	Bennett	Clackamas	South Metro Amtrak Station	Read letter from Jerry Smith, Clackamas County Economic Development Commission, in support.	Pro
Letter	Mayor James	Bernard	Milwaukie	South Metro Amtrak Station	Gives city access to nearby transit alternative.	Pro
Testimony	Tom	Geil	Oregon City	South Metro Amtrak Station	Letter from Lois Kiefer, chair, Park Place Neigh. Assn., supportive of the train station in Oregon City.	Pro
Testimony	Comm. Gary	Hewitt	Oregon City	South Metro Amtrak Station	Would enhance existing train station and provide additional parking. Help prepare for increased use.	Pro
Letter	Julie	Hollister	Oregon City	South Metro Amtrak Station	CIC offers support for increasing rail tourism.	Pro
Testimony	Rep. Dave	Hunt	Oak Grove	South Metro Amtrak Station	Expressed support for this project.	Pro
E-mail	Pam	Husband	SE Portland	South Metro Amtrak Station	If Amtrak wants it built, they should pay for it.	Con
Website	Merlin	Larimer		South Metro Amtrak Station	Very important for improving popularity of Amtrak.	Pro
Testimony	Tom	Lemons	Oregon City	South Metro Amtrak Station	Urged support for this project.	Pro

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Website	Lance	Lindahl		South Metro Amtrak Station	Make a bold statement of support for rail transport.	Pro
E-mail	Bill	McCracken	Milwaukie	South Metro Amtrak Station	Not a good use of taxpayer dollars; how would this ease congestion in Clackamas County?	Con
Testimony	Mayor Alice	Norris	Oregon City	South Metro Amtrak Station	Stated support for this project.	Pro
Letter	Wilda	Parks	Clackamas	South Metro Amtrak Station	Complete station and provide match to city funds.	Pro
Testimony	David	Porter	Oregon City	South Metro Amtrak Station	In support due to Oregon Trail Center destination.	Pro
Website	Aaron	Tarfman		South Metro Amtrak Station	Completely support rail transport serving Oregon City	Pro
Testimony	Dean	Walch	Oregon City	South Metro Amtrak Station	Spoke in support of Phase 2, parking and staffing.	Pro
Testimony	Gregg	Weston	Lake Oswego	South Metro Amtrak Station	Spoke for Paul DeMarco; in support of new jobs.	Pro
Testimony	Sharon	Zimmerman	Oregon City	South Metro Amtrak Station	Letter of support from Wende Sanchez, Oregon City Chamber of Commerce executive director.	Pro
E-mail	Glen	Bridger	SW Portland	South Portland Circulation Plan	Series of projects needed for safer access.	Pro
Testimony	Dick	Weber	Clackamas	Springwater Extension, Boring to Estacada	Has not been determined when extended UGB portion will be paved.	Pro
E-mail	Jeff	Fryer	SW Portland	Springwater Trail - Sellwood Gap	Familiar with trail and would like to see completed.	Pro
E-mail	Kiran	Limaye		Springwater Trail - Sellwood Gap	Will make more accommodating to cyclists.	Pro
Website	Linda	Aeder		Springwater Trail Sellwood Gap	Missing link valuable to SE trail system; I'm waiting.	Pro
E-mail	Shara	Alexander		Springwater Trail Sellwood Gap	Excellent route for commuting, new bikers.	Pro
Website	Josh	Alsberg		Springwater Trail Sellwood Gap	Please complete extension to current trail.	Pro
Testimony	Heather	Andrews	SE Portland	Springwater Trail Sellwood Gap	Strongly urged safer alternative to Hwy 43 on west side of the Willamette River.	
Website	Townsend	Angell		Springwater Trail Sellwood Gap	No.1 priority, crucial for a safe link to DT Portland.	Pro
Testimony	Clark	Balcom	SE Portland	Springwater Trail Sellwood Gap	Segment of 40-mile loop; will allow travel to Boring.	Pro
Card	Charles	Barnes	SE Portland	Springwater Trail Sellwood Gap	Keeping bike and foot traffic separate from cars safer	Pro
Letter	David	Blan	Lake Oswego	Springwater Trail Sellwood Gap	Please expand this trail from SE 19th to Umatilla.	Pro
Letter	John	Bloss	SE Portland	Springwater Trail Sellwood Gap	Imperative that planned improvements move rapidly.	Pro
Website	Brent	Bolton		Springwater Trail Sellwood Gap	Beautiful addition, but regret loss of dirt bike trails.	Pro
Website	Elaine	Bothe		Springwater Trail Sellwood Gap	Important regional bike commuter link; connection.	Pro
Letter	Sue	Brickey	SE Portland	Springwater Trail Sellwood Gap	Gap has been a disappointment; please complete it.	Pro
Website	Michael	Broide		Springwater Trail Sellwood Gap	Yes, a much needed link; riders will greatly benefit.	Pro
Letter	Sue	Buckley	SE Portland	Springwater Trail Sellwood Gap	Look forward to walking with no gap in trail.	Pro
Website	John	Bucsek		Springwater Trail Sellwood Gap	In favor of making my commute safer on trail.	Pro
Card	M'Lou	Christ	SE Portland	Springwater Trail Sellwood Gap	Great opportunity to finish corridor for recreation.	Pro
Letter	Catherine	Ciarlo	NE Portland	Springwater Trail Sellwood Gap	Will increase safety, accessibility, attractiveness.	Pro
Website	Susan	Clifford		Springwater Trail Sellwood Gap	Disappointed at west end of trail; complete route.	Pro
Card	William	Connor	SW Portland	Springwater Trail Sellwood Gap	Important to complete; be like Ottawa with river trails	Pro
E-mail	Scott	Crabtree	NW Portland	Springwater Trail Sellwood Gap	Asks continued support for these projects.	Pro
Website	David	Crout		Springwater Trail Sellwood Gap	Recommend paving new portion to higher standards.	Pro
Website	Edward	Derby		Springwater Trail Sellwood Gap	Big win for the area; commute by bike daily.	Pro
E-mail	Randall	Dickinson	SE Portland	Springwater Trail Sellwood Gap	Would make a super fantastic trip with grandchildren	Pro
Website	John	Dossett		Springwater Trail Sellwood Gap	Enormous priority for cyclists; awesome trail.	Pro
Letter	Anne	Ferguson	NE Portland	Springwater Trail Sellwood Gap	Delightful trail; may use to commute to work if safe.	Pro
Website	Mary	Fulton		Springwater Trail Sellwood Gap	All gaps along trail should be closed; a plus for area.	Pro
Website	Marco	Fusaro		Springwater Trail Sellwood Gap	Support from Portland runners; need bike courtesy.	Pro
Letter	John	Fyre	SE Portland	Springwater Trail Sellwood Gap	SMILE urges funding of trail as missing E-W link.	Pro



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Letter	Jim	Gambrell	SW Portland	Springwater Trail Sellwood Gap	Huge growth in improved bike lanes for commuters.	Pro
Letter	Jim	Gambrell	SW Portland	Springwater Trail Sellwood Gap	Needed for easier off-street cycling paths, lanes.	Pro
Website	Chris	Gates		Springwater Trail Sellwood Gap	Need this expansion to use bikes efficiently in SW.	Pro
Website	Ben	Gillespie		Springwater Trail Sellwood Gap	Filling this gap will make route much more usable.	Pro
Testimony	Mayor Eugene	Grant	Happy Valley	Springwater Trail Sellwood Gap	Urged support for this project.	Pro
Testimony	Mayor Eugene	Grant	Happy Valley	Springwater Trail Sellwood Gap	In support for benefit of residents.	Pro
Website	Sean	Green		Springwater Trail Sellwood Gap	High time bicyclists given same benefits as drivers.	Pro
Website	Peter	Gutmann		Springwater Trail Sellwood Gap	Ride Sellwood to OMSI daily; bridging gap important.	Pro
Website	Steve	Gutmann		Springwater Trail Sellwood Gap	Most popular bike route in area; finish the trail link.	Pro
E-mail	Phil	Hamilton	SW Portland	Springwater Trail Sellwood Gap	Important link for recreation and commuters.	Pro
Website	Johanna	Haverstock		Springwater Trail Sellwood Gap	Asking to make this a top priority; trail confusing.	Pro
Website	Holly	Hein		Springwater Trail Sellwood Gap	Use trail for training; crucial to link trails smoothly.	Pro
Website	John	Hines		Springwater Trail Sellwood Gap	Strongly in favor of expansion for better connection.	Pro
E-mail	Fred	Ihle		Springwater Trail Sellwood Gap	Project highly worthy of completing.	Pro
Website	Ian	Jaquiss		Springwater Trail Sellwood Gap	Essential connection to downtown for bicyclists.	Pro
Website	Lonnie	Johnson		Springwater Trail Sellwood Gap	Awesome to have path connection as planned.	Pro
E-mail	Diane	Kerns	SE Portland	Springwater Trail Sellwood Gap	She and son use trail for walking, biking; complete it	Pro
Website	Tom	Kiessling		Springwater Trail Sellwood Gap	Heavily used trail; complete link to Willamette River.	Pro
Website	David	Kraus		Springwater Trail Sellwood Gap	Excited this project on your to-do list; high priority.	Pro
Website	Amelia	Langston		Springwater Trail Sellwood Gap	This would be sooo nice! Need more safe bike trails.	Pro
Card	Jerry	Lanz	NW Portland	Springwater Trail Sellwood Gap	Use trail often; ads to cleaner air quality, health.	Pro
Website	Merlin	Larimer		Springwater Trail Sellwood Gap	Bravo!	Pro
Website	Barbara	Larrain		Springwater Trail Sellwood Gap	This sounds useful and functional.	Pro
Letter	Linda	Laviolette	SW Portland	Springwater Trail Sellwood Gap	Trails promote healthy lifestyle and air quality.	Pro
Letter	Linda	Laviolette	SW Portland	Springwater Trail Sellwood Gap	Corridor is an important community resource.	Pro
Website	Randell	Leach		Springwater Trail Sellwood Gap	Essential; alternate is inconvenient obstacle.	Pro
Letter	Nick	Leonard	SE Portland	Springwater Trail Sellwood Gap	Shining example of visionary urban planning; safety.	Pro
Card	Lois	Leveen	SE Portland	Springwater Trail Sellwood Gap	Better for bicyclists and bike commuters.	Pro
Website	Teri	Loporchio		Springwater Trail Sellwood Gap	Join two major biking corridors; help bike commuters	Pro
Website	Max	Lucero		Springwater Trail Sellwood Gap	Filling this gap in trail will make route safer.	Pro
Website	Greg	Mallory		Springwater Trail Sellwood Gap	Like a freeway during commute times; gets used.	Pro
Website	Joshua	Mann		Springwater Trail Sellwood Gap	Likes safer connections to trail and eliminating gap.	Pro
Website	Terry	Mayhew		Springwater Trail Sellwood Gap	Essential to complete gap and finish missing link.	Pro
Website	Terry	Mayhew		Springwater Trail Sellwood Gap	Avid bicyclist; will make finest corridor in country.	Pro
Website	Matthew	McGee		Springwater Trail Sellwood Gap	Gap between corridor and waterfront is hazardous.	Pro
Card	Claire	Miller	NW Portland	Springwater Trail Sellwood Gap	Runner who trains on the trail; make it safe and healthy.	Pro
E-mail	Walt	Mintkeski	SE Portland	Springwater Trail Sellwood Gap	Look forward to using the trail safely without traffic.	Pro
Letter	Alan	Nott	Eugene	Springwater Trail Sellwood Gap	Visitor uses trail; for safety, urges funding of project.	Pro
Website	Ed	Ostrom		Springwater Trail Sellwood Gap	Rides bike everywhere, esp. this trail to downtown.	Pro
Card	Jane	Pauli	Clackamas	Springwater Trail Sellwood Gap	Close gaps for continuity, safety, health benefits.	Pro
Letter	Nancy	Peirce	SE Portland	Springwater Trail Sellwood Gap	Link to downtown helpful to bike commuters.	Pro
Letter	Lloyd	Perez	SE Portland	Springwater Trail Sellwood Gap	Life-long couch potato discovered cycling and trail.	Pro
Testimony	Josephine	Pope	SW Portland	Springwater Trail Sellwood Gap	Close the gaps for more connectivity of people.	Pro
Letter	Jay	Pope	SW Portland	Springwater Trail Sellwood Gap	Critical for safe urban trails with air, water quality.	Pro

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Testimony	Josephine	Pope	SW Portland	Springwater Trail Sellwood Gap	Close the gaps for more connectivity of people.	Pro
Letter	Jennifer	Price	SE Portland	Springwater Trail Sellwood Gap	This is one of my favorite parts of my neighborhood!	Pro
Testimony	Osten	Pritchard	SE Portland	Springwater Trail Sellwood Gap	Make connection to keep bikes out of neighborhoods	Pro
Website	Benjamin	Quinby		Springwater Trail Sellwood Gap	Encouragement to fund proposed improvements.	Pro
Website	Merritt	Raitt		Springwater Trail Sellwood Gap	Would create synergy for key segment in bike trails.	Pro
Letter	S.M.	Roberts	SE Portland	Springwater Trail Sellwood Gap	City becomes an adventure instead of a sullen cage.	Pro
Website	Jessica	Roberts		Springwater Trail Sellwood Gap	Please finish the gap; Portland cyclists will benefit.	Pro
E-mail	Brian	Rohter	SE Portland	Springwater Trail Sellwood Gap	Bicycle/boulevard enhancements critical based on public meetings of Citizen Advisory Committee.	Pro
Website	Graham	Ross		Springwater Trail Sellwood Gap	Don't understand how project connects to trail.	
Website	James	Ruff		Springwater Trail Sellwood Gap	Please complete project and close the trails gap.	Pro
Card	Diane	Schaad	NE Portland	Springwater Trail Sellwood Gap	Fantastic path, well designed; keep up good work.	Pro
Website	Josephine	Schaefer		Springwater Trail Sellwood Gap	Complete corridor before moving on to other projects.	Pro
Website	Del	Scharffenberg		Springwater Trail Sellwood Gap	Will simplify bike/ped travel and make trails safer.	Pro
Letter	Ian	Schroeder	Milwaukie	Springwater Trail Sellwood Gap	Avid runner/biker; easier and safer to ride to Portland	Pro
Card	Anne	Scott	SE Portland	Springwater Trail Sellwood Gap	Family with young children wants off-street trails.	Pro
Website	Joan	Sears		Springwater Trail Sellwood Gap	Will increase number of bikers on great trail system.	Pro
Letter	Geoff	Silverman	SE Portland	Springwater Trail Sellwood Gap	Unique experience; wonderful way to view Portland.	Pro
Card		Smith	SE Portland	Springwater Trail Sellwood Gap	Fantastic resource for families, commuters.	Pro
Card		Smith	SE Portland	Springwater Trail Sellwood Gap	Safety is a very real concern for cyclists.	Pro
Postcard	Tullan	Spitz	SE Portland	Springwater Trail Sellwood Gap	Will make more people cycle and fewer cars on road	Pro
Website	Sue	Stafford		Springwater Trail Sellwood Gap	Number one place to ride in the Portland area.	Pro
Testimony	Amy	Stork	N Portland	Springwater Trail Sellwood Gap	Will eliminate dangerous road crossings on trail.	Pro
Website	Chris	Streight		Springwater Trail Sellwood Gap	Safe access across river critical for child cyclists.	Pro
Testimony	Aaron	Tarfman	SE Portland	Springwater Trail Sellwood Gap	Strongly recommends this project.	Pro
Website	Aaron	Tarfman		Springwater Trail Sellwood Gap	Absolutely critical for success of both corridors.	Pro
Letter	Jordan	Vinobrad	NW Portland	Springwater Trail Sellwood Gap	Opportunity for a complete 40-mile loop trail, support	Pro
Letter	Jordan	Vinograd	NW Portland	Springwater Trail Sellwood Gap	Use paths daily to commute to work; make safer.	Pro
Website	Jesse	Warren		Springwater Trail Sellwood Gap	Please get this finished soon; too dangerous now.	Pro
Card	JD	Williams	SE Portland	Springwater Trail Sellwood Gap	I use Springwater Trail daily to commute by bike.	Pro
Website	Paul	Wilson		Springwater Trail Sellwood Gap	Potential as major E-W route, now difficult by bike.	Pro
E-mail	David	Yudkin	SE Portland	Springwater Trail Sellwood Gap	Important for bicycling and well-being of community.	Pro
Website	Sarah	Branum		Springwater Trail Sellwood Gap	Important to keep Portland bicycle and ped friendly.	Pro
Letter	Fred	Bruning	Gresham	Springwater Trailhead at Main City Park Path	As developer of Gresham Station, supports project for increased transit accessibility and livability.	Pro
Testimony	Sandra	Doubleday	West Linn	Springwater Trailhead at Main City Park Path	Expressed support for this project.	Pro
Letter	Ernie	Drapela	Gresham	Springwater Trailhead at Main City Park Path	Will enhance Springwater Trail, connect to downtown	Pro
Letter	Rick	Dwyer	Gresham	Springwater Trailhead at Main City Park Path	Gresham Parks & Rec CAC supports trail amenities.	Pro
Letter	Kathy	Everett	Gresham	Springwater Trailhead at Main City Park Path	Provides needed facilities and connection to trail.	Pro
Letter	Kathy	Everett	Gresham	Springwater Trailhead at Main City Park Path	Investment in livability and downtown park events.	Pro
Letter	Mel	Huie	NE Portland	Springwater Trailhead at Main City Park Path	Long planned for Main City Park in downtown area.	Pro
Letter	Roger	Jolly	Gresham	Springwater Trailhead at Main City Park Path	Provide needed facilities to improve connections.	Pro
Letter	Cliff	Kohler	Gresham	Springwater Trailhead at Main City Park Path	Needed facilities to improve connection with city.	Pro
Letter	Linda	Laviolette	SW Portland	Springwater Trailhead at Main City Park Path	Support healthy lifestyle and air quality.	Pro
E-mail	David	Lewis	NE Portland	Springwater Trailhead at Main City Park Path	Important junction needs amenities, use increasing.	Pro

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Letter	Roger	Meyer	E. Portland	Springwater Trailhead at Main City Park Path	Will complete a critical missing link in path network.	Pro
Letter	Sue	O'Halloran	Gresham	Springwater Trailhead at Main City Park Path	Gresham Downtown Development Assn. supports.	Pro
Letter	Jennifer	Price	SE Portland	Springwater Trailhead at Main City Park Path	Trail used almost daily for walks, runs, bike rides.	Pro
Letter	Bob	Pung	Gresham	Springwater Trailhead at Main City Park Path	Population has increased; need trail enhancements.	Pro
Letter	Lonnie	Roberts		Springwater Trailhead at Main City Park Path	Potential for use by recreational and commuter users	Pro
Letter	Lonnie	Roberts		Springwater Trailhead at Main City Park Path	Provides amenities to trail users, increasing safety.	Pro
Letter	Mike	Rossman	Gresham	Springwater Trailhead at Main City Park Path	Peak Development supports vital connection to MAX	Pro
Letter	Geoff	Silverman	SE Portland	Springwater Trailhead at Main City Park Path	Not available in most other communities in Midwest.	Pro
Letter	Bill	Willmes	Gresham	Springwater Trailhead at Main City Park Path	Install needed public amenities for trail users, races.	Pro
E-mail	Ed & Iniece	Grover	NW Portland	SW Beaverton Hills Hwy/Oleson Rd/Scholls	Funds needed to improve roads; not trails, sidewalks	Pro
Website	Seth	Alford		SW Beaverton-Hills Hwy/Oleson Rd/Scholls	Please make this project happen; dangerous area!	Pro
E-mail	Jeff	Fryer	SW Portland	SW Beaverton-Hills Hwy/Oleson Rd/Scholls	Intersection a mess; changes needed to operate.	Pro
Website	Doug	Garnett		SW Beaverton-Hills Hwy/Oleson Rd/Scholls	Fully support idea of re-designing intersection; uncover creek from Raleigh Park and create soul.	Pro
Website	Keith	Liden		SW Beaverton-Hills Hwy/Oleson Rd/Scholls	Must include improvements for bikes and peds.	Pro
Website	Lance	Lindahl		SW Beaverton-Hills Hwy/Oleson Rd/Scholls	Dangerous, chaotic; needs drastic modification.	Pro
Form	Anne	Madden	NW Portland	SW Beaverton-Hills Hwy/Oleson Rd/Scholls	Supports this project as part of MTIP funding vote.	Pro
Website	Kathy	Sugnet		SW Beaverton-Hills Hwy/Oleson Rd/Scholls	A safety nightmare. Ideally it could get fully funded.	Pro
Website	Aaron	Tarfman		SW Beaverton-Hills Hwy/Oleson Rd/Scholls	I do not see this as a priority.	Con
Website	John	Frewing		SW Greenburg Road: Wash Sq. to Tiedman	Separate ped paths from roadway by 10' greenspace.	Pro
Testimony	Katherine	Harrington	NW Portland	SW Murray Blvd: TV to Farmington + Bike Lane	Project would improve bicycle safety on Murray.	Pro
Website	Lance	Lindahl		SW Tualatin-Sherwood Road ATMS: I-5 to 99W	Keep freight moving; will generate local cost savings.	Pro
Form	Anne	Madden	NW Portland	SW Tualatin-Sherwood Road ATMS: I-5 to 99W	Supports this project as part of MTIP funding vote.	Pro
Letter	Dennis	Mitchell	NW Portland	SW Tualatin-Sherwood Road ATMS: I-5 to 99W	ITS Subcommittee supports this ATMS project.	Pro
Testimony	Marsden	Smith	Tigard	SW Tualatin-Sherwood Road ATMS: I-5 to 99W	To make Portland freight hub, de-bottleneck I-5.	Pro
Website	Elaine	Bothe		Tacoma Street: 6th to 21st Avenue	Will increase usability of area for ped and bike use.	Pro
E-mail	Susan	Budeau		Tacoma Street: 6th to 21st Avenue	Final push to make Tacoma ped-friendly street.	Pro
Letter	Catherine	Ciarlo	SE Portland	Tacoma Street: 6th to 21st Avenue	BTA supports bicycle boulevards for safe access.	Pro
Letter	John	Fyre	SE Portland	Tacoma Street: 6th to 21st Avenue	SMILE supports streetscape for traffic and safety.	Pro
Website	Sean	Green	NE Portland	Tacoma Street: 6th to 21st Avenue	Bicyclists should be given same benefits as others.	Pro
Website	Robert & Toni	Greening		Tacoma Street: 6th to 21st Avenue	Crossing Tacoma is better now; continue work.	Pro
Website	Merlin	Larimer		Tacoma Street: 6th to 21st Avenue	Sellwood definitely lacks walkability, as is.	Pro
Website	April	Lawrentz	SE Portland	Tacoma Street: 6th to 21st Avenue	Improved connecting routes would make it safer.	Pro
Website	Lance	Lindahl		Tacoma Street: 6th to 21st Avenue	Needed to further improve safety and aesthetics.	Pro
Form	Anne	Madden	NW Portland	Tacoma Street: 6th to 21st Avenue	Supports this project as part of MTIP funding vote.	Pro
Website	Karen	Main		Tacoma Street: 6th to 21st Avenue	Help SMILE complete vision of neighborhood street.	Pro
Website	Terry	Mayhew	SE Portland	Tacoma Street: 6th to 21st Avenue	First two phases improved safety; funds important.	Pro
Website	Terry	Parker	NE Portland	Tacoma Street: 6th to 21st Avenue	Street will become a parking lot blocked by buses.	Con
Testimony	Terry	Parker	NE Portland	Tacoma Street: 6th to 21st Avenue	This project should be scrapped.	Con
Testimony	Osten	Pritchard	SE Portland	Tacoma Street: 6th to 21st Avenue	Favors completion of this pedestrian project.	Pro
E-mail	Brian	Rohter	SE Portland	Tacoma Street: 6th to 21st Avenue	As president of market at SE Division, amenities will encourage more businesses, customers, safety.	Pro
Website	Del	Scharffenberg		Tacoma Street: 6th to 21st Avenue	Curb extensions will interrupt bike lane, a hazzard.	Con
Website	Sue	Stafford		Tacoma Street: 6th to 21st Avenue	Key feature of the neighborhood plan: flow and safety	Pro
E-mail	Sally	Swanson	SE Portland	Tacoma Street: 6th to 21st Avenue	Business owner strongly supports this project.	Pro

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Testimony	Ron	Swaren	SE Portland	Tacoma Street: 6th to 21st Avenue	Sellwood Neighborhood Association would like to minimize through traffic.	Pro
E-mail	Kaarin	Thompson		Tacoma Street: 6th to 21st Avenue	Ped and bike safety critical to livability, economy.	Pro
Testimony	Tom	Markgraf	NE Portland	TOD project for City of Milwaukie	Rep. Earl Blumenauer letter supports this project.	Pro
Website	Linda	Aeder		Trolley Trail: Arista to Glen Echo	Scenic opportunity, safer, promotes bike commuting.	Pro
Letter	Lisa	Batey	Milwaukie	Trolley Trail: Arista to Glen Echo	Island Station Neighborhood supports trail project.	Pro
E-mail	Bonnie Jean	Baum	Idaho	Trolley Trail: Arista to Glen Echo	Former resident of area; urges safe path from traffic.	Pro
Testimony	Jeff	Bennett	Clackamas	Trolley Trail: Arista to Glen Echo	Read letter from Jerry Smith, Clackamas County Economic Development Commission, in support.	Pro
E-mail	Steve	Berliner	Milwaukie	Trolley Trail: Arista to Glen Echo	Offers safer alternative route away from streets.	Pro
Letter	Mayor James	Bernard	Milwaukie	Trolley Trail: Arista to Glen Echo	Excited about completion of long-awaited project.	Pro
Website	Sarah	Branum		Trolley Trail: Arista to Glen Echo	Important to keep Portland bicycle and ped friendly.	Pro
E-mail	Sandy	Buswell		Trolley Trail: Arista to Glen Echo	Excited about completion of safe alternative to street	Pro
Letter	Catherine	Ciarlo	NE Portland	Trolley Trail: Arista to Glen Echo	Will provide critical, safe connection from Milwaukie.	Pro
Testimony	Carlotta	Collette	Milwaukie	Trolley Trail: Arista to Glen Echo	Urged support of this project.	Pro
E-mail	Mary	Coombes		Trolley Trail: Arista to Glen Echo	Healthy walking path important for exercise, access.	Pro
E-mail	Scott	Crabtree	NW Portland	Trolley Trail: Arista to Glen Echo	Asks continued support for these projects.	Pro
Letter	Sherri	Dow	Clackamas	Trolley Trail: Arista to Glen Echo	Clackamas County Ped/Bike Cmte urges approval.	Pro
E-mail	Tony	Edwards		Trolley Trail: Arista to Glen Echo	Avid bike rider asks approval of funding for this trail.	Pro
Letter	Jeanne	EGGE-TILL	Milwaukie	Trolley Trail: Arista to Glen Echo	Source of pride for our community, safe usable path.	Pro
Letter	Michael	Espalin	Milwaukie	Trolley Trail: Arista to Glen Echo	New resident supports trail to walk with children.	Pro
Letter	Melanie	Eubanks		Trolley Trail: Arista to Glen Echo	Walking trail would be great asset to area.	Pro
E-mail	Bryn	Gillen	Oak Grove	Trolley Trail: Arista to Glen Echo	Source of pride for our community, use will increase.	Pro
Letter	Louella	Gordian	Milwaukie	Trolley Trail: Arista to Glen Echo	Catalyst for growth in healthy direction of density.	Pro
Website	Sean	Green		Trolley Trail: Arista to Glen Echo	Enhance east river multi-use pathway for commutes.	Pro
Letter	Catherine	Greseth		Trolley Trail: Arista to Glen Echo	Many people are counting on this trail being funded.	Pro
Testimony	Thelma	Haggenmiller	Oak Grove	Trolley Trail: Arista to Glen Echo	In support of funding to complete 20-mile loop.	Pro
E-mail	Robert	Hamm	West Linn	Trolley Trail: Arista to Glen Echo	Fund this route as important bike and ped pathway.	Pro
Letter	Patrick	Harris	Oregon City	Trolley Trail: Arista to Glen Echo	Excited that trail will link 20-mile loop in county.	Pro
Website	Marilyn	Hayward		Trolley Trail: Arista to Glen Echo	Needs to be pushed to completion of network.	Pro
Letter	Meriam	Hopkins	Milwaukie	Trolley Trail: Arista to Glen Echo	Walked the tracks for years; delighted to have a trail.	Pro
Letter	Mart	Hughes	Milwaukie	Trolley Trail: Arista to Glen Echo	Trail will reduce need for auto usage, provide safety.	Pro
Letter	Robert	Hungerford	Milwaukie	Trolley Trail: Arista to Glen Echo	Excited about a year-round linear park for exercise.	Pro
Testimony	Rep. Dave	Hunt	Oak Grove	Trolley Trail: Arista to Glen Echo	Thanks to Metro for early allocation of Phase I funds.	Pro
Letter	Joyce	Hyland	Milwaukie	Trolley Trail: Arista to Glen Echo	Pride for community and legacy for generations.	Pro
Letter	John & Sherien	Jaeger	Milwaukie	Trolley Trail: Arista to Glen Echo	Support goals of this linear park, wonderful idea.	Pro
Testimony	Dick	Jones	Oak Grove	Trolley Trail: Arista to Glen Echo	Spoke in support of funding this project.	Pro
Website	Merlin	Larimer		Trolley Trail: Arista to Glen Echo	Trail another boon to Milwaukie Center revival.	Pro
Website	April	Lawrentz		Trolley Trail: Arista to Glen Echo	Tracks are dangerous; I've been flipped into street.	Con
Letter	Susan	Lehr	SE Portland	Trolley Trail: Arista to Glen Echo	Provides safe natural area for retired residents.	Pro
Website	Lance	Lindahl		Trolley Trail: Arista to Glen Echo	Provides quiet off-street route; increases ridership.	Pro
E-mail	Max	Lucero		Trolley Trail: Arista to Glen Echo	Excellent use of funds and a boon to the area.	Pro
Letter	Lori	Luchak	Oregon City	Trolley Trail: Arista to Glen Echo	Supports trail that connects key facilities.	Pro
Letter	Wilda	Parks	Clackamas	Trolley Trail: Arista to Glen Echo	Important for multi-use path, improving livability.	Pro
Website	Benjamin	Quinby		Trolley Trail: Arista to Glen Echo	I would use and support this trail project.	Pro

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Letter	Paul	Savas	Milwaukie	Trolley Trail: Arista to Glen Echo	Oak Lodge Water District supports community link.	Pro
Letter	Paul	Savas	Portland	Trolley Trail: Arista to Glen Echo	Change culture by transforming visions into reality.	Pro
E-mail	Paul	Savas		Trolley Trail: Arista to Glen Echo	Need better paths for safe cycling, economic vitality.	Pro
Letter	Corey	Sevigny	SE Portland	Trolley Trail: Arista to Glen Echo	Provide bike commuter access into Portland.	Pro
E-mail	Leslie	Shirk	Oak Grove	Trolley Trail: Arista to Glen Echo	Requesting funding for phase 2 of project, also.	Pro
Testimony	Dick	Shook	Milwaukie	Trolley Trail: Arista to Glen Echo	Trail has potential to provide safe, enjoyable non-motorized transportation and recreation through eastside suburban neighborhoods.	Pro
Letter	Dick	Shook	Milwaukie	Trolley Trail: Arista to Glen Echo	Complete trail for safe, enjoyable recreation, walking.	Pro
Letter	Senator Gordon	Smith	Washington DC	Trolley Trail: Arista to Glen Echo	I support for safety, access; protect environment.	Pro
Testimony	Amy	Stork	N Portland	Trolley Trail: Arista to Glen Echo	Will connect trails and link commuters to Portland.	Pro
E-mail	Mike	Swyter	Jennings Lodge	Trolley Trail: Arista to Glen Echo	Trail known as an area resource; attracting hikers.	Pro
Letter	Friends of	Trolley Trail	Oak Grove	Trolley Trail: Arista to Glen Echo	Overwhelming support from diverse people, groups.	Pro
Letter	Don	Trotter	Clackamas	Trolley Trail: Arista to Glen Echo	Essential link in trail system, park and rec priority.	Pro
E-mail	Jo Ann	Weaver	Oak Grove	Trolley Trail: Arista to Glen Echo	Supports, with Roland Atkinson, 2nd phase of trail.	Pro
Testimony	Gregg	Weston	Lake Oswego	Trolley Trail: Arista to Glen Echo	Spoke for Paul DeMarco; in support of new jobs.	Pro
E-mail	Molly	Williams	Milwaukie	Trolley Trail: Arista to Glen Echo	Supports trail for safety, connecting key facilities.	Pro
E-mail	Erik	Wolf	Oregon City	Trolley Trail: Arista to Glen Echo	Necessary link in trail system; tourist draw.	Pro
E-mail	David	Yudkin	SE Portland	Trolley Trail: Arista to Glen Echo	Important for bicycling and well-being of community.	Pro
Letter	Paul	Rubenstein	Cornelius	TV Hwy. Corridor Study: Hwy 217 to Baseline	Listed 28 accidents at this intersection needing aid.	Pro
Letter	Amy	Scheckla-Cox	Cornelius	TV Hwy. Corridor Study: Hwy 217 to Baseline	This is our primary route in and out of town; spine.	Pro
Website	Aaron	Tarfman		TV Hwy. Corridor Study: Hwy 217 to Baseline	I do not see this as a priority.	Con
Phone	Susan	Beilke	SW Portland	Washington Sq. Regional Center Trail	Trail won't get you anywhere; too costly; no buffer.	Con
Website	Susan	Beilke	SW Portland	Washington Sq. Regional Center Trail	If can't cross Hwy 217 or protect wildlife, do not fund.	Con
Letter	Bob	Bothman	Beaverton	Washington Sq. Regional Center Trail	Access to residences, jobs, commercial areas.	Pro
Website	John	Frewing		Washington Sq. Regional Center Trail	Create daylighted Ash Creek with trail 100' away.	Pro
Letter	Mel	Huie	NE Portland	Washington Sq. Regional Center Trail	Supports highest consideration for this trail.	Pro
Website	Merlin	Larimer		Washington Sq. Regional Center Trail	Washington Square a nightmare for bikes, as is.	Pro
Website	Aaron	Tarfman		Washington Sq. Regional Center Trail	Support bike connection across Hwy 217 barrier.	Pro
Letter	Ronald	Willoughby	Beaverton	Washington Sq. Regional Center Trail	Meets MTIP priorities as regionally significant trail.	Pro
E-mail	Steven	Alexander	SE Portland	Willamette Shoreline Hwy 43 Transit Planning	Current route bad for cycling; buses infrequent.	Pro
Letter	Hank	Ashforth	Portland	Willamette Shoreline Hwy 43 Transit Planning	Portland Streetcar Inc. resolution of support.	Pro
Website	David	Auker		Willamette Shoreline Hwy 43 Transit Planning	Wide clean shoulders on both sides would be luxe.	Pro
Testimony	Jeff	Bennett	Clackamas	Willamette Shoreline Hwy 43 Transit Planning	Read letter from Jerry Smith, Clackamas County Economic Development Commission, in support.	Pro
Letter	John	Bloss	SE Portland	Willamette Shoreline Hwy 43 Transit Planning	Heavy car traffic and unsafe for bicycles.	Pro
Website	Brent	Bolton		Willamette Shoreline Hwy 43 Transit Planning	Impossible to get to Lake Oswego by bike.	Pro
Website	Sarah	Branum		Willamette Shoreline Hwy 43 Transit Planning	Important to keep Portland bicycle and ped friendly.	Pro
Letter	Catherine	Ciarlo	NE Portland	Willamette Shoreline Hwy 43 Transit Planning	Needs clearly state objective to improve bike access	Pro
Testimony	Donna	Drummond	SW Portland	Willamette Shoreline Hwy 43 Transit Planning	Expressed support for this project.	Pro
Testimony	Rob	Fallow	Lake Oswego	Willamette Shoreline Hwy 43 Transit Planning	Current Foothills District redevelopment plan and vision in conjunction with city of Lake Oswego.	Pro
Letter	Matthew	Garrett	NW Portland	Willamette Shoreline Hwy 43 Transit Planning	ODOT/consortium supports for safe, balanced plan.	Pro
Letter	Mayor Judie	Hammerstad	Lake Oswego	Willamette Shoreline Hwy 43 Transit Planning	Portland Streetcar Inc. urges support of this study.	Pro
Testimony	Mayor Judie	Hammerstad	Lake Oswego	Willamette Shoreline Hwy 43 Transit Planning	Very high priority project.	Pro

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Website	Marilyn	Hayward		Willamette Shoreline Hwy 43 Transit Planning	Please do something for bikes on this stretch of Hwy	Pro
Website	Merlin	Larimer		Willamette Shoreline Hwy 43 Transit Planning	Relief if there were less car traffic to dodge.	Pro
Website	Lance	Lindahl		Willamette Shoreline Hwy 43 Transit Planning	Well-rounded planning process needs to occur.	Pro
Form	Anne	Madden	NW Portland	Willamette Shoreline Hwy 43 Transit Planning	Supports this project as part of MTIP funding vote.	Pro
Testimony	Tom	Markgraf	NE Portland	Willamette Shoreline Hwy 43 Transit Planning	Rep. Earl Blumenauer letter supports this project.	Pro
Testimony	Jack	Newlevant	SE Portland	Willamette Shoreline Hwy 43 Transit Planning	Supports this project.	Pro
Letter	John	Pullen	Lake Oswego	Willamette Shoreline Hwy 43 Transit Planning	Excessive cost of project and many safety concerns; very little public support for rail line in Lake Oswego.	Con
Website	Zvi	Rapaport		Willamette Shoreline Hwy 43 Transit Planning	A great addition to the waterfront trail.	Pro
Website	Jessica	Roberts		Willamette Shoreline Hwy 43 Transit Planning	Critical to take action to fix bike access in corridor.	Pro
Website	Philip	Ross	NE Portland	Willamette Shoreline Hwy 43 Transit Planning	Please consider putting bike path along this route.	Pro
Website	Graham	Ross		Willamette Shoreline Hwy 43 Transit Planning	Fence off a bike path like Oaks Bottom connector?	Pro
Testimony	Rose	Rummel-Eury	Lake Oswego	Willamette Shoreline Hwy 43 Transit Planning	Focus on safety of bicycle and ped component.	Pro
Letter	Eric	Saito	SW Portland	Willamette Shoreline Hwy 43 Transit Planning	Owners vision incorporates streetcar to Portland.	Pro
Letter	Chris	Schetky	Lake Oswego	Willamette Shoreline Hwy 43 Transit Planning	Chamber urges restoration of full funding for project.	Pro
Letter	Steven	Stadum	SW Portland	Willamette Shoreline Hwy 43 Transit Planning	OHSU supports for more vibrant neighborhood.	Pro
Testimony	Amy	Stork	N Portland	Willamette Shoreline Hwy 43 Transit Planning	Supports improvements in bicycle infrastructure.	Pro
Website	Chris	Streight		Willamette Shoreline Hwy 43 Transit Planning	Getting to Lake Oswego safely by bike is difficult.	Pro
Testimony	Aaron	Tarfman	SE Portland	Willamette Shoreline Hwy 43 Transit Planning	Strongly recommends this project.	Pro
Website	Gregory	Taylor, MD	Lake Oswego	Willamette Shoreline Hwy 43 Transit Planning	I highly encourage you to fund this project for bikers.	Pro
Website	Kelda	Van Patten		Willamette Shoreline Hwy 43 Transit Planning	Very dangerous for cyclists but only route to L. O.	Pro
E-mail	David	Yudkin	SE Portland	Willamette Shoreline Hwy 43 Transit Planning	Important for bicycling and well-being of community.	Pro
Website	Katie	Frerker		Willamette Shoreline: Hwy 43 Transit Planning	Current route unsafe but only way to commute.	Pro
Testimony	Roger	Hennagin	Lake Oswego	Willamette Shoreline: Hwy 43 Transit Planning	Hwy 43 near or at capacity and traffic will increase with development. Preserve for future mass transit.	Pro
Letter	Corey	Sevigny	SE Portland	Willamette Shoreline: Hwy 43 Transit Planning	Improves bike access to Lake Oswego, L&C College	Pro
Website	Luke	Skywalker		Willamette Shoreline: Hwy 43 Transit Planning	Would help connect west side to downtown.	Pro
Testimony	Chris	Smith	NW Portland	Willamette Shoreline: Hwy 43 Transit Planning	Supports this opportunity to develop new town center along Highway 43.	Pro
Letter	Diane	Linn	SE Portland	Wood Village Blvd: Arata to Halsey	Will greatly improve safety and provide access.	Pro
Letter	Lonnie	Roberts		Wood Village Blvd: Arata to Halsey	Improvements will greatly improve safety, signals.	Pro

# M E M O R A N D U M

600 NORTHEAST GRAND AVENUE

PORTLAND, OREGON 97232 2736

TEL 503 797 1700

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**METRO**

DATE: December 8, 2004

TO: JPACT and Interested Parties

FROM: Ted Leybold: Principal Transportation Planner

SUBJECT: MTIP Final Cut Narrowing Policy Direction

\* \* \* \* \*

## **INTRODUCTION**

The Metropolitan Transportation Improvement Program (MTIP) represents a small share of the transportation resources available to the region. Given the scarcity and relative flexibility of these funds, the MTIP policy direction over the past several years has been to focus on projects that are difficult or impossible to fund with other funds. Oregon's state gas tax, in particular, is constitutionally limited to certain roadway improvements, which leaves other transportation needs unmet. The MTIP has been used in many instances to complement this limitation. Because the MTIP represents a small source of regional revenue, the program has also placed a strong emphasis on leveraging funds from other sources.

Narrowing recommendations to get to the First Cut list for public review was based on the following factors:

- Honoring previous funding commitments
- Regional policy direction (economic development, modal emphasis, addressing system gaps, etc.)
- Technical rankings and qualitative factors
- Funding projects throughout the region

Prior to recommending a final cut list recommendation, technical staff is requesting whether policy makers would like to provide further direction or clarification on any of the four narrowing factors listed above. In particular, the Regional Policy Direction factor raises several potential issues.

## OPTIONS FOR FURTHER POLICY DIRECTION

1. Provide overriding emphasis on projects that support regional economic development goals, particularly the retention and/or attraction of traded-sector jobs.

Technical staff will describe in the staff report how each project or modal category of projects addresses this policy.

- 2A. Is there a priority within the existing emphasis categories of:

- Bicycle
- Boulevard
- Freight
- Green Streets
- Pedestrian
- Regional Transportation Options (RTO)
- Transit Oriented Development (TOD)
- Transit

In the priority emphasis group, should categories that do not have other sources of dedicated funding receive greater priority:

- High: Bicycle Trail, Boulevard, Green Streets (demonstration elements), RTO, TOD
- Medium: Bicycle on-street, Pedestrian
- Low: Freight, Transit

- 2B. Under what circumstances would technical staff recommend projects beyond the emphasis areas? For example, projects that meet more than one of the following criteria:

- project leverages traded-sector development in Tier I or II mixed-use and industrial areas;
- funds are needed for project development and/or match to leverage large sources of discretionary funding from other sources; or
- the project provides new bike, pedestrian, transit or green street elements that would not otherwise be constructed without regional flexible funding (elements beyond minimum design standards)<sup>1</sup>.

3. Emphasize project development in anticipation of a regional, state or federal funding measure or emphasize project construction?

4. Emphasize projects that incorporate green street designs and/or wildlife habitat benefits due to the difficulty of protecting fish and wildlife habitat through regulatory programs?

---

<sup>1</sup> Motor vehicle capacity, reconstruction or bridge projects would need to address more than one of these objectives; the more objectives addressed and the better their performance on these objectives relative to other projects, the stronger the case to include the project as part of the technical staff recommendation.



- emphasize the Green Street category;
- emphasize funding Green Street elements in all transportation projects;
- fund further development of Green Street research, training and education; or
- highlight Green Street elements of all funded transportation projects.

5. Further direction on the existing policy of requiring compliance with the Metro Functional Plan to be eligible to receive Transportation Priorities funding awards.

- Jurisdiction has implemented requirements
- Jurisdiction has approved extension or application for exception with good faith effort demonstrated on implementing the requirements

6. Rather than emphasizing particular modes, default to funding the top technically ranking projects (also considering qualitative issues and public comments) across all modal categories as the technical rankings measure the regional policy directions other than emphasis on any particular modal category.

**PORTLAND METROPOLITAN REGION  
2005 TRANSPORTATION FUNDING CONCEPT  
LEGISLATIVE STRATEGY**

**GOAL**

- ❑ Gain new transportation funding for maintenance, operations, modernization, transit and freight mobility in the 2005 legislative session.

**OBJECTIVES**

- ❑ Demonstrate the value of transportation investments in the region for job expansion and economic recovery, both within the region and statewide.
- ❑ Demonstrate that the modernization, operation and maintenance needs of the region will require action by the Legislature to protect existing investments in existing facilities and avoid the higher costs of replacing them.

**KEY MESSAGES**

- ❑ Job creation is the region's most important function for Oregon's economic recovery, and an effective transportation system is one of the most important elements in creating job growth.
- ❑ It is vital to the region's economic health that transportation investments in freight mobility are made to retain its role as a distribution point within the global trade network.
- ❑ Timely investment in operations and maintenance extends the useful life of facilities and improves freight and transit movement.
- ❑ New transportation facilities and continued investments in transit are needed to keep pace with population growth, to support urban expansion and industrial development, and to minimize the impacts of increased congestion on the region's economy and quality of life.
- ❑ The region has been very effective at planning the transportation system and obtaining federal funds to assist in its development.

**STRATEGIC ELEMENTS**

- ❑ **Research and Education:** Develop the substantive case for the proposed package, including demonstration of the link between transportation, job growth, and economic development. Develop materials necessary to present the case to key audiences.
- ❑ **Outreach:** Identify, brief, and solicit support from a wide variety of stakeholders, including business associations, large users of the transportation system, interest groups, community groups, and local governments. Brief members of the news media on the relationship between transportation investments and facilities and economic recovery.
- ❑ **Direct Advocacy:** Advocate for region's transportation proposal with state policy makers from the executive and legislative branches.

LC 651

73000/033

11/15/04 (JR/ps)

# D R A F T

## SUMMARY

Authorizes issuance of lottery bonds for transportation projects. Specifies uses of moneys.

Declares emergency, effective July 1, 2005.

## A BILL FOR AN ACT

Relating to financing for transportation projects; appropriating money; and declaring an emergency.

Be It Enacted by the People of the State of Oregon:

**SECTION 1.** (1) As used in sections 1 to 6 of this 2005 Act, "transportation project" has the meaning given that term in ORS 367.010.

(2) The Lottery Transportation Infrastructure Account is established within the Oregon Transportation Infrastructure Fund. Earnings on moneys in the account shall be deposited into the account. Moneys in the account are continuously appropriated to the Department of Transportation.

(3) Notwithstanding ORS 367.015 (4), the department shall use moneys in the Lottery Transportation Infrastructure Account to provide grants for transportation projects as provided in sections 1 to 6 of this 2005 Act.

**SECTION 2.** (1) Pursuant to ORS 286.560 to 286.580, for the biennium beginning July 1, 2005, the State Treasurer may issue lottery bonds to finance grants and loans for transportation projects selected under section 3 of this 2005 Act.

(2) The use of lottery bond proceeds is authorized based on the following findings:

(a) There is an urgent need to improve and expand publicly owned

1 and privately owned transportation infrastructure to support economic  
2 development in this state.

3 (b) A safe, efficient and reliable transportation network supports  
4 the long-term economic development and livability of this state. A  
5 multimodal network of public transit and air, rail, highway and water  
6 transportation moves people and goods efficiently.

7 (c) Local governments and private sector businesses often lack fi-  
8 nancing and technical capacity to undertake multimodal transporta-  
9 tion projects.

10 (d) Public financial assistance can stimulate industrial growth and  
11 commercial enterprise and can promote employment opportunities in  
12 this state.

13 (e) Public investment in transportation infrastructure will create  
14 jobs and further economic development in this state.

15 (3) The aggregate principal amount of lottery bonds issued pursuant  
16 to this section may not exceed the sum of \$\_\_\_\_\_, plus an additional  
17 amount established by the State Treasurer to pay bond-related costs.  
18 Lottery bonds issued pursuant to this section may be issued only at  
19 the request of the Director of Transportation.

20 (4) The net proceeds of the lottery bonds issued pursuant to this  
21 section shall be deposited in the Lottery Transportation Infrastructure  
22 Account established under section 1 of this 2005 Act.

23 SECTION 3. (1) The Oregon Transportation Commission shall select  
24 transportation projects to be funded with moneys in the Lottery  
25 Transportation Infrastructure Account established under section 1 of  
26 this 2005 Act. In selecting transportation projects, the commission  
27 shall give priority to:

28 (a) Transportation projects that facilitate the transfer of people or  
29 freight between or among public transit, highway, air, rail and water  
30 modes of transportation; and

31 (b) Transportation projects that improve mobility or travel condi-

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1 tions on two or more modes of transportation simultaneously.

2 (2) The commission may not:

3 (a) Use more than 25 percent of the total amount of moneys avail-  
4 able to the commission under section 2 of this 2005 Act for any one  
5 transportation project selected under this section;

6 (b) Provide funding from the Lottery Transportation Infrastructure  
7 Account established under section 1 of this 2005 Act for more than 80  
8 percent of the total cost of a transportation project, as estimated at  
9 the time of selection of the project for funding; or

10 (c) Provide funding under this section for any transportation  
11 project that is eligible for funding with revenues described in section  
12 3a, Article IX of the Oregon Constitution.

13 (3) The commission shall allocate at least 10 percent of the moneys  
14 in the Lottery Transportation Infrastructure Account established un-  
15 der section 1 of this 2005 Act to each of the following kinds of trans-  
16 portation projects:

17 (a) Aeronautic and airport projects.

18 (b) Marine and port projects.

19 (c) Rail projects.

20 (d) Public transit projects.

21 (4) Within the limits of subsection (2) of this section, once a  
22 transportation project has been selected by the commission, moneys  
23 from the Lottery Transportation Infrastructure Account established  
24 under section 1 of this 2005 Act may be used to pay preliminary costs,  
25 including but not limited to surveys, plans and studies to determine  
26 the feasibility of the project, as well as costs of the project, including  
27 but not limited to project management costs and construction costs.

28 (5) The commission may not provide funding for a transportation  
29 project under this section unless the project has been reviewed by an  
30 entity described in section 4 of this 2005 Act. However:

31 (a) The commission is not required to follow the priorities estab-

1 lished by an entity described in section 4 of this 2005 Act;

2 (b) The commission may consider a transportation project that was  
3 rejected by an entity described in section 4 of this 2005 Act; and

4 (c) The commission may request that the appropriate entity de-  
5 scribed in section 4 of this 2005 Act review a proposed transportation  
6 project.

7 **SECTION 4.** (1) The Oregon Transportation Commission shall ac-  
8 cept recommendations regarding funding of transportation projects  
9 from the Lottery Transportation Infrastructure Account established  
10 under section 1 of this 2005 Act as follows:

11 (a) From the State Aviation Board for aeronautic and airport  
12 transportation projects;

13 (b) From the Oregon Economic and Community Development  
14 Commission for marine and port transportation projects; and

15 (c) From advisory committees established by the Department of  
16 Transportation for rail and public transit transportation projects.

17 (2) The Oregon Transportation Commission shall establish an advi-  
18 sory committee on rail projects and an advisory committee on public  
19 transit projects. The committees established under this subsection  
20 may make recommendations to the commission as provided in this  
21 section.

22 (3) In developing recommendations under this section, an entity  
23 shall consider the following:

24 (a) Whether a proposed transportation project results in an eco-  
25 nomic benefit to this state;

26 (b) Whether a proposed transportation project requires an ongoing  
27 commitment of resources from this state;

28 (c) How much of the projected cost of a proposed transportation  
29 project can be borne by the applicants and sponsors of the proposed  
30 project; and

31 (d) If the applicants and sponsors are not able to provide more than

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1 20 percent of the cost of a proposed transportation project, whether  
2 that inability is due to economic distress in the area that would be  
3 helped by the proposed transportation project.

4 (4) Any person or public body may propose a transportation project  
5 for review by an entity described in this section.

6 SECTION 5. At least 20 percent of the cost of a transportation  
7 project selected by the Oregon Transportation Commission under sec-  
8 tion 3 of this 2005 Act must come from a source other than the Lottery  
9 Transportation Infrastructure Account established under section 1 of  
10 this 2005 Act. The amount that does not come from the Lottery  
11 Transportation Infrastructure Account established under section 1 of  
12 this 2005 Act may come from any private or public source and may be  
13 in the form of cash or in-kind contributions.

14 SECTION 6. (1) The Oregon Transportation Commission shall  
15 transfer moneys for aeronautic and airport transportation projects  
16 selected under section 3 of this 2005 Act to the Oregon Department of  
17 Aviation, which shall administer the projects.

18 (2) The commission shall transfer moneys for marine and port  
19 transportation projects selected under section 3 of this 2005 Act to the  
20 Economic and Community Development Department, which shall ad-  
21 minister the projects.

22 (3) Except as provided in subsections (1) and (2) of this section, the  
23 Department of Transportation shall administer all transportation  
24 projects that are selected for funding under section 3 of this 2005 Act.

25 SECTION 7. Sections 1 to 6 of this 2005 Act are repealed on January  
26 2, 2008.

27 SECTION 8. This 2005 Act being necessary for the immediate pres-  
28 ervation of the public peace, health and safety, an emergency is de-  
29 clared to exist, and this 2005 Act takes effect July 1, 2005.

30

**DRAFT**  
**Public Comments and Survey Results**  
Phase I Highway 217 Corridor Study

**Introduction**

Between October 1 and November 5, 2004, Metro accepted public comment on the first phase of the Highway 217 Corridor Study. The opportunity to comment was advertised on a billboard adjacent to Highway 217. Metro also sent e-mail and postcards to interested residents and published articles in neighborhood and workplace newsletters. Finally, the project received news coverage in the *Oregonian*, the *Beaverton Valley Times* and the *Daily Journal of Commerce* through news coverage and purchased advertising space in the *Oregonian*.

Twenty-five people attended the traditional open house on October 26, 2004. Metro also hosted virtual open houses between October 5 and November 5 with three staffed sessions on October 18, 21 and 24. The virtual open houses and the traditional open house provided the same information and opportunities to comment.

The virtual open houses were opportunities for community members to review findings on the web site, call or e-mail staff with questions and provide input through a comment form or e-mail. During this time, over 1,100 people visited the Highway 217 web site. Sixty-six people completed the comment form, forty-four people sent e-mail to Metro, one person commented through a phone call and one person provided a written comment.

**Overview**

- Overall many people thought that option 3, six lanes plus interchange improvements, was the best option.
- Many people were interested in option 5, rush hour toll lane option, but had questions about how it would operate.
- Generally, people were not supportive of the carpool lane option.
- Most respondents did not think option 2, six lanes without braided ramps, or, option 1, arterial, transit and interchange improvements, did enough to relieve highway congestion.
- Most people who sent e-mails did not address environmental issues. Those who completed the comment form were asked directly about environmental impacts and generally preferred options that used less right-of-way.

**Comment form**

Comment forms were collected on-line and at the open house. Of the 65 people who filled out a comment form, more than 75 percent had not attended another



government meeting in the past year. Nearly half had heard about the study or open house from the billboard.

**Option 1: Arterial, transit and interchange improvements**

- More than three-quarters of respondents found the level of congestion on Highway 217 to be unacceptable.
- Respondents were split on the importance of the transit component of this option. More than half said that the transit service included in this option was not important while more than forty percent thought it was very or somewhat important.
- Respondents noted that the option was expensive, had environmental impacts and did not relieve highway congestion.

**Option 2: Six lanes without interchange improvements**

- More than sixty percent of respondents found the level of environmental and neighborhood impacts to be acceptable.
- Nearly seventy percent of respondents found the level of congestion on Highway 217 to be acceptable. This may be because the findings on the web site were not clear about the actual differences between options 2 and 3 due to the merge/weave problems.
- Many respondents noted that adding capacity without improving interchanges might not result in improved traffic conditions on Highway 217.
- Some respondents liked that this option had fewer wetland impacts and was less expensive.

**Option 3: Six lanes plus interchange improvements**

- More than fifty percent of respondents found the level of environmental and neighborhood impacts to be acceptable.
- Nearly ninety percent of respondents found the level of congestion on Highway 217 to be acceptable.
- More than two-thirds of respondents found the level of congestion on surface streets to be acceptable.
- Some respondents noted concerns about the environmental impacts and costs associated with this option.
- Many respondents noted that this option was "fair" or would benefit the greatest number of people.

**Option 4: Six lanes with carpool lanes**

- More than fifty percent of respondents found the level of environmental and neighborhood impacts to be acceptable.
- Forty-five percent of respondents found the level of congestion on the highway to be acceptable and thirty-four percent found it to be unacceptable.
- Forty percent of respondents found the level of congestion on surface streets to be acceptable.
- Many respondents noted that they did not think carpool lanes would increase carpooling, would be well utilized or would be enforceable.

- Some respondents noted that they generally support carpooling, but still did not support construction of a carpool lane.

#### **Option 5: Six lanes with rush-hour toll lanes**

- More than fifty percent of respondents found the level of environmental and neighborhood impacts to be acceptable.
- Respondents were split on the acceptability of the level of congestion on Highway 217 and the level of congestion on surface streets in this option.
- One-third of respondents found that tolling would be a more attractive option if it meant that a new lane could be built sooner. Two-thirds of respondents disagreed with this statement.
- More than fifty percent of respondents had not used a value priced lane in another city.
- Respondents noted that the rush hour toll option offered choice and required that commuters that use the new lane pay for it.
- Respondents also noted concerns that included enforcement, operational issues related to tolling (slowing down at tollbooths, etc) and general opposition to toll roads in Oregon.

#### **Option 6: Six lanes with tolled ramp meter bypasses**

- More than fifty percent of respondents found the level of environmental and neighborhood impacts to be acceptable.
- More than fifty percent of respondents found the level of congestion on Highway 217 to be acceptable.
- Forty percent of respondents found the level of congestion on surface streets to be acceptable.
- Many respondents noted that the ramp meter bypass might not save drivers enough time to justify the toll.
- Some respondents noted that this option was fair or provided benefit to all drivers while generating revenue.

#### **Overall findings**

- More than half of respondents thought that option 3, six lanes plus interchange improvements, would make it easiest for them to get where they want to go in the corridor. Thirteen percent chose the rush-hour toll lane option and 11 percent chose the carpool lane option. Seven percent chose the tolled ramp meter bypass or the arterial, transit and interchange option.
- Many people mentioned the need to study a western bypass option.

#### **Virtual open house**

- More than 95 percent of respondents would participate in a virtual open house again citing reasons like it was easy or "I could participate when I had time."
- Nearly all respondents thought the virtual open house format was very or somewhat useful.

- Most respondents were between the ages of 18 and 34 or 35 and 54 and used the Internet at home or work.

### **E-mail, phone and written comments**

Many respondents chose to provide comments by e-mail rather than completing the comment form.

- One comment was supportive of focusing on arterial improvements rather than changes to the highway.
- Four comments were supportive of widening the highway to six lanes without adding braided ramps (option 2)
- Seven comments were supportive of widening the highway to six lanes with braided ramps (option 3)
- Two comments were supportive of carpool lanes (option 4) and one comment stated that Metro should encourage carpooling rather than widening highways.
- Four comments were supportive of tolled options with two supporting a rush-hour toll lane and two supporting tolled ramp meter bypasses.
- Twelve comments were supportive of considering a western bypass and two other people thought an elevated through-route above Highway 217 should be considered.
- Three comments requested additional bus service, rail service and park-and-ride space.
- Three comments were supportive of improved ramp metering (longer hours, intelligent ramp meters) and improving highway interchanges.
- Support for improved freight mobility, bike routes and increased highway capacity was also expressed.

# **Highway 217 Corridor Study**

Phase I Overview Report

**November 3, 2004**

## BACKGROUND AND OVERVIEW

### Study purpose

The Highway 217 Corridor Study is developing multi-modal transportation solutions for traffic problems on Highway 217 and the rest of the corridor.

Highway 217 is the major north-south transportation route for the urbanized portion of eastern Washington County. Today, it is generally a four-lane highway with auxiliary (noncontinuous) lanes between interchanges. Traffic volumes have grown significantly as Washington County has grown from a primarily agricultural area to a booming high-tech and retail center. From 1989 to 1998, the average daily traffic volume on Highway 217 increased by nearly 20%. At rush hour, the highway operates near capacity.

Nearly every transportation planning effort that has looked at this part of the region has identified the need for additional capacity on Highway 217. ODOT's Western Bypass Study, Metro's 2000 Regional Transportation Plan, and the Oregon Highway 217 Initial Improvement Concepts Technical Memorandum, all recognize the need for at least one additional through lane in each direction on Highway 217.

In 2001, Metro prioritized corridors throughout the region that required additional study. Highway 217 was recognized as one of the most crucial corridors for improvement. During the summer of 2003, Metro began work on the Highway 217 Corridor Study with funds from Metro and local jurisdictions. The study was also partially funded through a grant from the Federal Highway Administration (FHWA) to study value-pricing options in this corridor.

### Study goals and objectives

Develop transportation improvements that will be implemented in the next 20 years to provide for efficient movement of people and goods through and within the Highway 217 corridor over the next twenty years while supporting economically dynamic and attractive regional and town centers and respecting the livability of nearby communities.

- Objective 1:** Provide a proactive, thorough and engaging public involvement effort
- Objective 2:** Enhance effectiveness of the transportation system
- Objective 3:** Provide a feasibility assessment of each alternative
- Objective 4:** Support neighborhoods, businesses and the natural environment
- Objective 5:** Ensure that benefits and impacts associated with selected strategies are equitable to minority and low-income communities in the corridor.
- Objective 6:** Conduct a conclusive and thorough study with results that can be implemented.

## **Existing traffic conditions**

ODOT's Highway 217 Initial Concepts Memorandum (2000) analyzed existing conditions and found a number of deficiencies in the corridor. Key findings were the:

- Short distances between interchanges creates conflicts between traffic entering and exiting the facility. This results in slow traffic and unsafe conditions in many locations.
- Bottlenecks at I-5 and US 26 freeways and other ramp junctions cause slow speeds. These bottlenecks can create back ups affecting large sections of the corridor.
- High traffic volumes during the evening peak period result in long recovery times from traffic accidents or weather conditions that can impact traffic operations for several hours.

## **Future traffic conditions**

The corridor is expected to grow substantially over the next twenty years. The number of households is expected to increase by 33 percent and employment is expected to grow by 56 percent during this time. This growth will result in changed traffic patterns with more travel to and from areas to the north of Highway 26 in the Barnes Road, Sunset and Cedar Mill Town Centers and the St. Vincent Hospital areas. Similarly, growth to the south of the study area is expected to increase trips destined to and originating from Kruse Way, Tualatin and Wilsonville.

As a result of anticipated growth, peak corridor travel is expected to increase by 30 percent over the next 20 years. Unless improvements are made, congestion on Highway 217 is expected to be severe throughout the entire corridor by 2025. At rush-hour, traffic volumes will be at or exceeding capacity in most locations.

## **Freight traffic**

The Highway 217 Policy Advisory Committee recognizes the importance of freight movement in the economic development and that accommodating freight is a growing issue in the corridor. Freight traffic has doubled in the past ten years to comprise 8 percent of total traffic. The Highway 217 Corridor Study is measuring the impacts and benefits to trucks for each option.

## **Study approach**

The Highway 217 Corridor Study is being completed in two phases. The first phase developed and analyzed a wide range of multi-modal alternatives. Based on this evaluation, the alternatives will be refined to a smaller set that can be studied in more detail in the second phase. Options will be evaluated based on how well they address the study objectives in terms of travel performance, environmental and neighborhood effects, financial feasibility, and cost effectiveness. The study's future year planning horizon is 2025. The findings included in this report generally compare each option to the base case. The base case is a forecast of what traffic conditions in the corridor would look like in 2025 if no improvements, other than those included in the region's adopted financially constrained system, were made.

## The bottom-line

### Option 1: Arterial, transit and interchange improvements

- No new lane on highway
- Arterial improvements
- Interchange improvements
- Significantly increased transit service

#### Key findings:

- does not improve overall drive times or congestion on Highway 217
- has by far the most environmental and neighborhood impacts due to the number of surface street (arterial) improvements that are included
- provides the most congestion relief on surface streets
- is the most expensive option

### Option 2: Six lane without interchange improvements

- New lane on highway in each direction

#### Key findings:

- does not resolve the merge/weave problems on Highway 217
- is the least expensive option
- has the fewest environmental impacts

### Option 3: Six lane plus interchange improvements

- New lane on highway in each direction
- Interchange improvements

#### Key findings:

- provides the most congestion relief and the fastest trip (on average) for all drivers on Highway 217

### Option 4: Six lane with carpool lanes

- New lane on highway in each direction for carpools
- Interchange improvements
- Increased transit service

#### Key findings:

- does not relieve congestion on general-purpose (non-carpool) lanes
- drivers in carpool lane have the fastest trip on Highway 217
- does not increase carpooling

### Option 5: Six lane with rush hour toll lanes

- New tolled lane on highway in each direction
- Interchange improvements
- Increased transit service

#### Key findings:

- drivers in the toll lane have the fastest trip on Highway 217
- reduces overall congestion on Highway 217
- has the smallest funding gap and could potentially be built sooner than other options
- provides most benefits to trucks in corridor

### Option 6: Six lane with tolled ramp meter bypasses

- New lane on highway in each direction
- Interchange improvements
- Increased transit service
- New tolled lane on entrance ramps to bypass meters




#### Key findings:

- provides similar improvements as option 3, but has a smaller funding gap
- provides most benefits to trucks in corridor

## Overall study findings

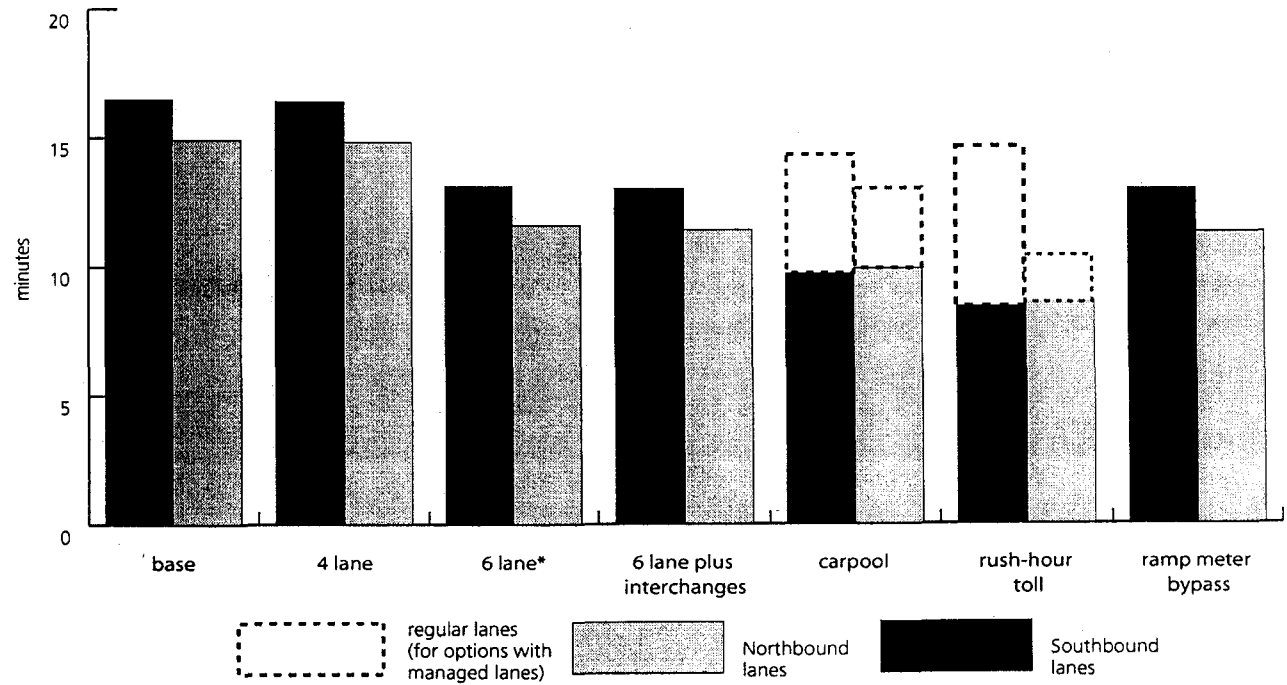
- All six lane options improve regional access to centers while the arterial, transit and interchange option improves local access to centers.
- All six lane options, which improve congestion on Highway 217, exacerbate the bottleneck on I-5 south.
- All options with braided ramps include expensive structures and retaining walls to minimize environmental impacts.
- All options have significant funding gaps given expected funding levels, but the rush-hour toll lane option has a smallest funding gap.
- Work during the second study phase will determine implementation timelines, but a project with a smaller funding gap could possibly be built earlier.

## Summary of key findings for objectives with significant differences between options

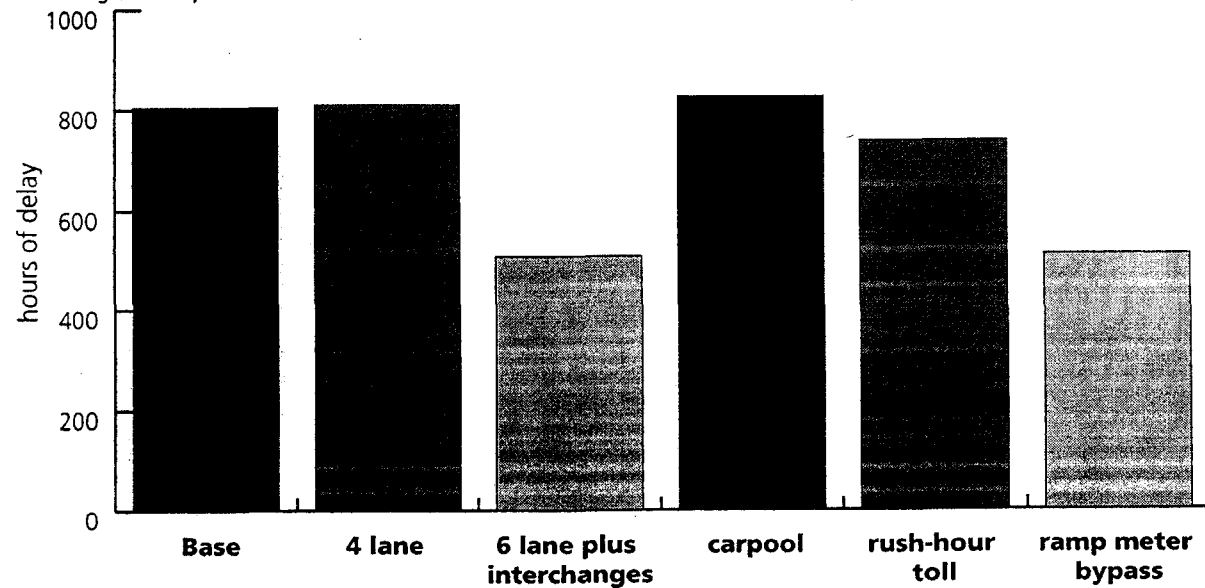
	Option 1: arterial, transit and interchange improvements	Option 2: six lane without interchange improvements	Option 3: six lane plus interchange improvements	Option 4: six lane with carpool lanes	Option 5: six lane with rush-hour toll lanes	Option 6: six lane with tolled ramp meter bypasses
 best						
 better						
 no improvement/worst						
<b>Reduces congestion on Highway 217 (all lanes)</b>						
<b>Reduces drive time on Highway 217 (all lanes)</b>						
<b>Provides opportunity for express trip</b>						
<b>Reduces congestion on surface streets</b>						
<b>Provides region-wide time savings</b>						
<b>Provides benefits for trucks in the corridor</b>						
<b>Increases trips using transit</b>						
<b>Minimizes funding gap</b>						
<b>Avoids environmental and neighborhood impacts</b>						



Drive time from  
I-5 to US 26 in  
p.m. rush-hour  
in 2025



\*Merge/weave problems are not accounted for in this measure, so drive-times are likely to be slower than in other six-lane options.



Congestion on  
Highway 217  
in p.m. peak in  
2025

## Interchange improvements

All the study options, except the six lane without interchange improvement option, include braided ramps or consolidated interchanges as a way to reduce merge/weave problems on the highway. **Braided ramps** separate traffic that is trying to exit from entering traffic by creating a bridge for traffic entering the freeway that does not descend to the freeway until it has crossed over traffic exiting the freeway. In this way, traffic engineers “braid” ramps with some traffic crossing over and some crossing under to prevent accidents.

Another way to address the merge/weave conflicts is to **consolidate interchanges** and connect them with frontage roads. This solution has been applied at the Canyon Road and the Beaverton-Hillsdale Highway on Highway 217 where access to two streets has been combined into one interchange. Drivers entering Highway 217 going north from Beaverton-Hillsdale Highway use a frontage road to enter at the Canyon Road entrance. Frontage roads are less expensive to construct than braided ramps but require more right of way. They also remove local trips from the freeway by providing a parallel off-freeway connection between streets.

## Forecast year and time period

All projections and numbers refer to the two-hour afternoon rush-hour, generally from 4-6 p.m., in 2025.

## Bike improvements

During the first phase of the Highway 217 Corridor Study, a group of bike advocates and staff from local jurisdictions met to review potential bike options in the Highway 217 Corridor. There are many planned bike routes in the corridor that are assumed as part of the base case, so the bike working group focused on identifying gaps in the planned network. The bike working group solicited input from people who bike in the Highway 217 Corridor at a workshop. After reviewing input, the bike working group developed a recommended set of bike improvements. The Phase I Bike Improvement Recommendation includes:

- Bike crossing of Highway 217 for the Fanno Creek Trail north of Denney Road. This bike crossing could be located under or over Highway 217 or could be located on a rebuilt Denney overpass.
- Bike lanes on the Hall Boulevard overpass (north crossing near Washington Square) if the overpass is significantly altered or rebuilt and safety improvements at the intersection of Hall and Scholls Ferry Road. Design issues such as access to businesses, turn movements and high speeds should be considered during redesign.
- Examine the location of a proposed multi-use path from I-5 to 72<sup>nd</sup> Avenue. If appropriate, design this multi-use path as part of the Highway 217 Corridor alternatives.

The bike recommendation will be integrated into options carried forward for further study.

## OPTION 1: TRANSIT, ARTERIAL AND INTERCHANGE IMPROVEMENTS

### Overview

This option attempts to meet transportation demand in the corridor by improving ramps, increasing transit service and constructing improvements to other streets that are in the region's preferred transportation plan.

The four-lane option does not include new lanes on Highway 217 except a new northbound lane from Canyon Road to US 26 that has already been funded. The street improvements included in this option are part of the region's preferred transportation plan, however the projects are not expected to be constructed unless new funding sources are identified.

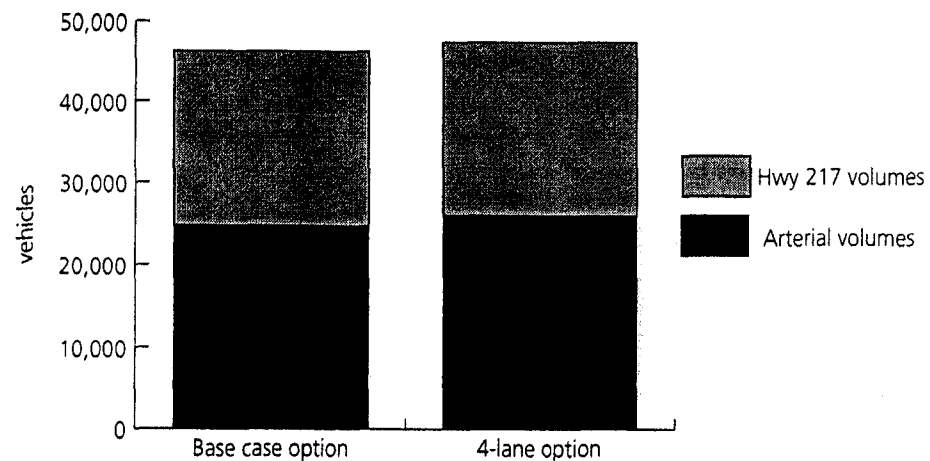
This option would include:

- four through lanes from Canyon Road to I-5 on Highway 217 (no additional through lanes)
- six through lanes north of Canyon Road to US 26 (constructed southbound and funded northbound)
- improvements to streets that cross or parallel Highway 217 that are included in the region's preferred transportation system
- either braided ramps or consolidated interchanges at some locations on the highway
- additional bus service such as new commuter rail feeder routes, new routes between centers and other improvements to make transit a more attractive option
- more frequent and longer hours of operation for commuter rail between Wilsonville and Beaverton.

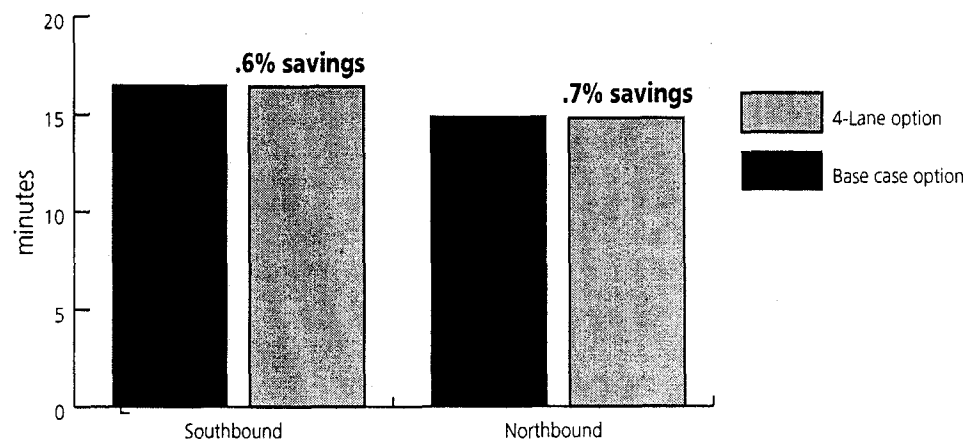
### Highlights

Compared to the base case in 2025, this option would:

- provide a faster auto trip for households in or near the corridor to nearby regional and town centers.
- increase pedestrian and bike connectivity across Highway 217.
- increase transit ridership in the corridor.
- result in a high level of environmental and community impacts due to the large number of arterial improvements that are included in the option that would impact various areas. Potential effects include significant impacts to wetlands and parks and displacement of many residences and businesses.
- not provide region-wide benefits in terms of time savings.
- not provide significant benefits for trucks.
- cost about \$544 million (in 2004 dollars) with a \$505 million gap given expected funding levels.
- increase commuter rail capital and operating costs.

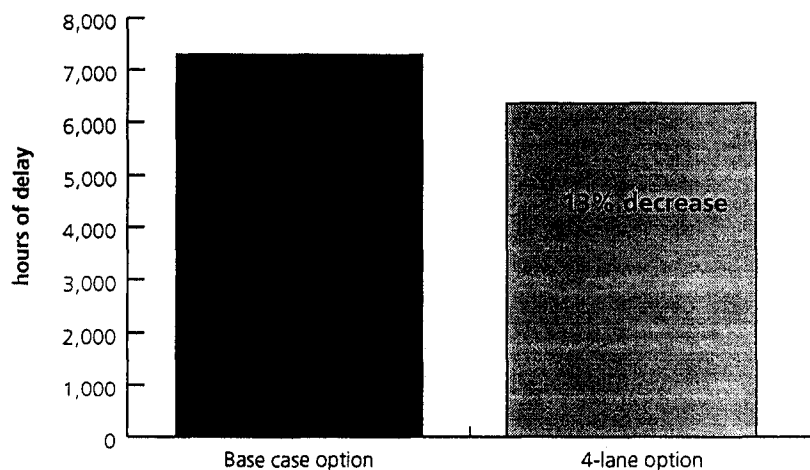


**North-south volumes in corridor**



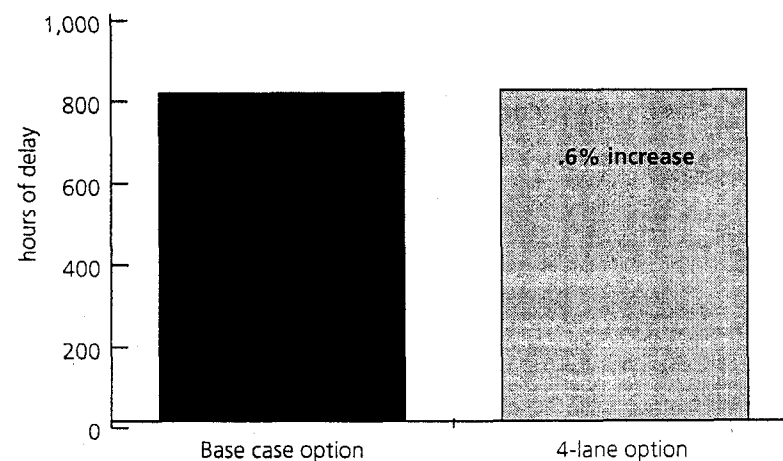
**Drive time from I-5 to US 26**

would not significantly decrease drive time between I-5 and US 26



**Congestion on surface streets in corridor**

would significantly improve traffic on surface streets

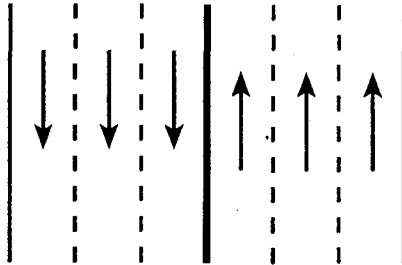


**Congestion on Highway 217**

would not significantly improve traffic congestion on Highway 217

## OPTION 2: SIX LANE WITHOUT INTERCHANGE IMPROVEMENTS

### Overview



This option attempts to meet transportation demand in the corridor by adding a new lane in each direction on Highway 217. It does not address the merge/weave problem in the corridor.

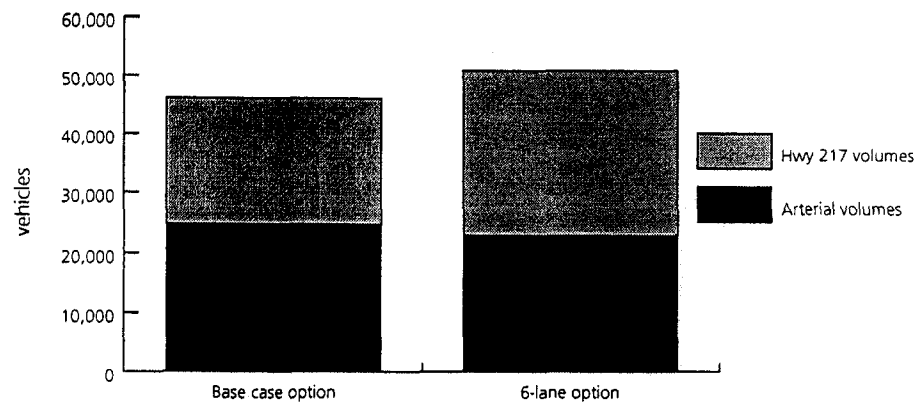
This would include:

- six through lanes (three in each direction) on Highway 217 from US 26 to I-5
- existing on and off ramp system with auxiliary lanes
- improvements included in the base case option.

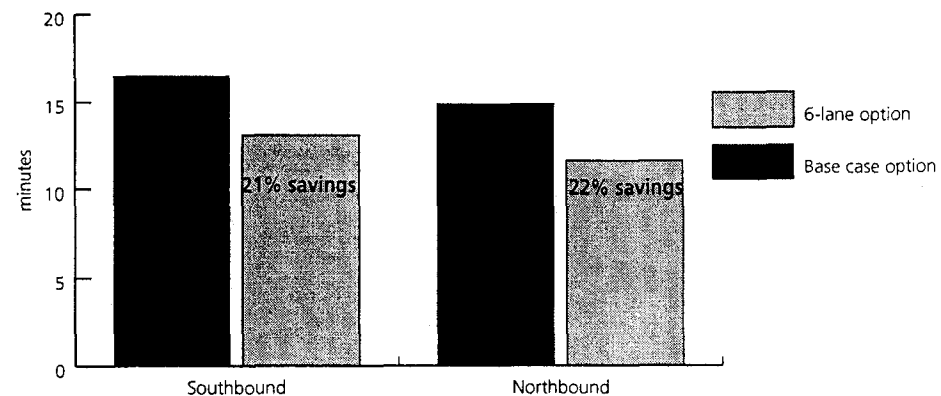
### Highlights

Compared to the base case in 2025, this option would:

- not resolve merge/weave problems that lead to backups on Highway 217.
- have less congestion relief on Highway 217 than option 3 because of continued backups from drivers merging in and out of traffic without braided ramps.
- not result in any park impacts but could impact some properties.
- impact zero to two acres of wetlands.
- not increase trips using transit.
- not provide region-wide benefits in terms of time savings.
- not provide benefits for trucks.
- improves regional access to centers.
- cost about \$405 million (in 2004 dollars) with a \$366 million gap given expected funding levels.

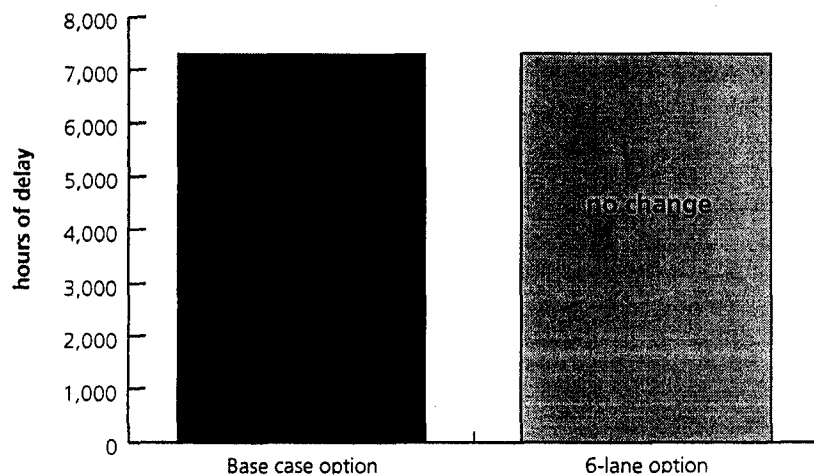


**North-south corridor volumes**



**Drive time from I-5 to US 26**

would improve drive time from I-5 to US 26 by more than 20 percent



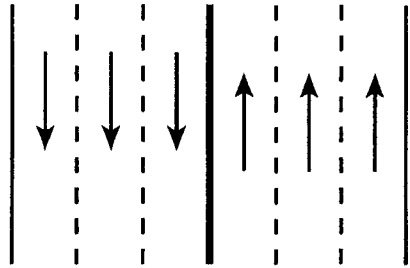
**Congestion on surface streets in corridor**

would not significantly change the level of congestion on surface streets

## OPTION 3: SIX LANE PLUS INTERCHANGE IMPROVEMENTS

### Overview

This option attempts to address transportation needs in the corridor by adding a new lane in each direction to Highway 217 and minimizing merge/weave problems by building braided ramps or consolidating interchanges by connecting them with frontage roads.



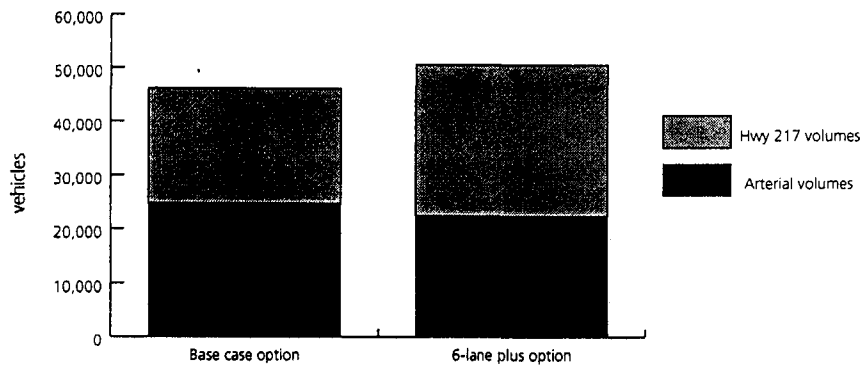
This option would include:

- six lanes (three in each direction) on Highway 217 from US 26 to I-5
- braided ramps or consolidated interchanges
- improvements included in the base case option.

### Highlights

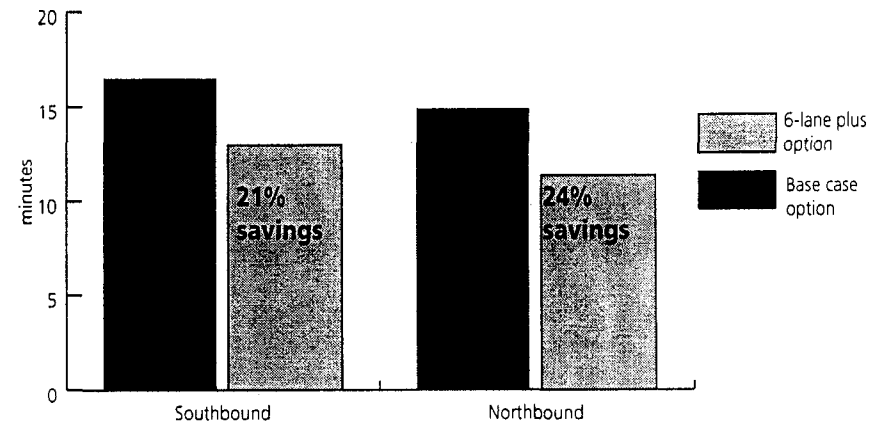
Compared to the base case in 2025, this option would:

- provide a faster trip for households in or near the corridor to Beaverton and Washington Square regional centers and Tigard Town Center.
- resolve merge/weave problems that lead to backups on Highway 217.
- impact two to five acres of wetlands.
- possibly impact some properties.
- not increase trips using transit.
- provide region-wide benefits in terms of time savings.
- improve regional access to centers.
- provide some benefits for trucks.
- cost about \$496 million (in 2004 dollars) with a \$457 million gap given expected funding levels.



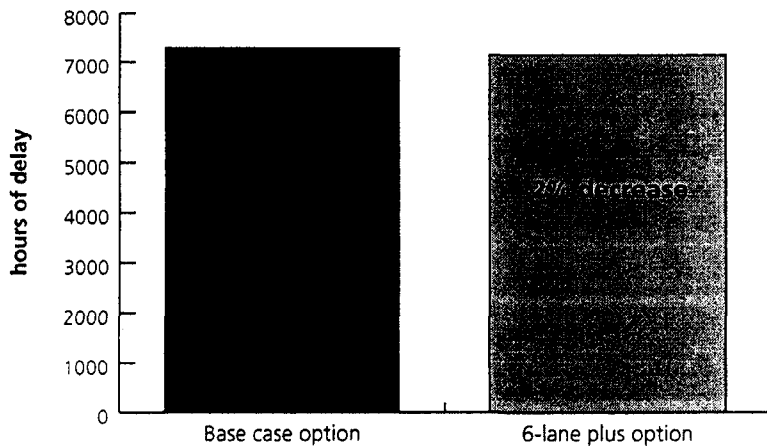
### North-south corridor volumes

would increase the volume on Highway 217 and decreases the number volume on surface streets



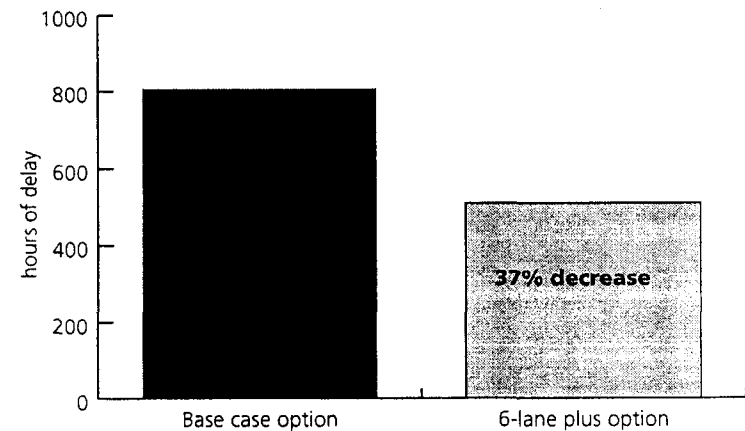
### Drive time from I-5 to US 26

would reduce drive time by more than 20 percent



### Congestion on surface streets in corridor

would slightly decrease congestion on surface streets



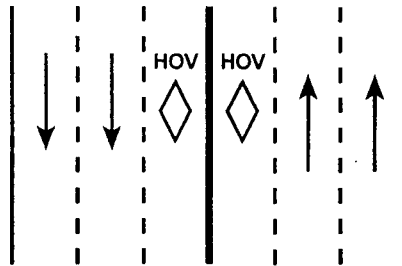
### Congestion on Highway 217

would significantly reduce delay for cars on Highway 217



## OPTION 4: SIX LANE WITH CARPOOL LANES OPTION

### Overview



Carpool lanes, like those on I-5 between 405 and the Interstate Bridge, are lanes restricted to automobiles carrying two or more people and buses during rush hours. Carpool lanes are an incentive to carpool or take transit. A bypass lane on ramps

for carpools could be constructed to further reduce delay for carpools. Carpool lanes are sometimes referred to as high-occupancy vehicle (HOV) lanes.

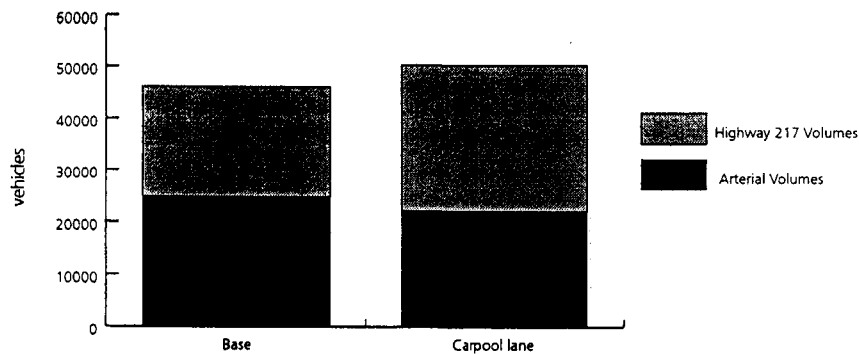
This option would include:

- six lanes (three in each direction) on Highway 217 from US 26 to I-5 with one lane in each direction reserved for carpools during rush hour
- express bus routes that would use the carpool lanes to connect Tualatin and Lake Oswego with Washington Square and the Sunset Transit Center
- braided ramps or consolidated interchanges
- improvements included in the base case option.

### Highlights

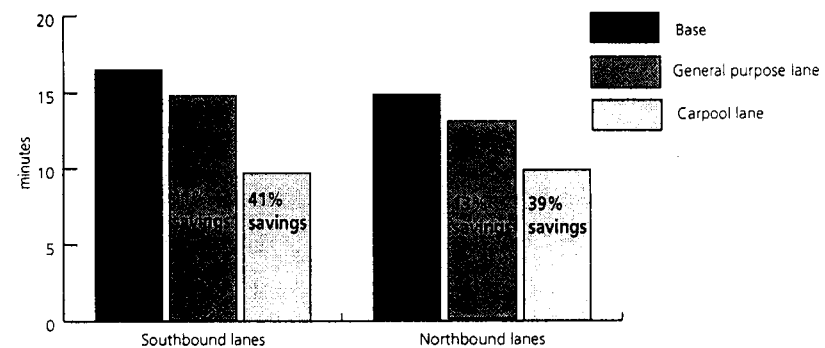
Compared to the base case in 2025, this option would:

- resolve merge/weave problems that lead to backups on Highway 217.
- impact two to five acres of wetlands.
- possibly impact some properties.
- increase trips using transit.
- not increase carpooling.
- provide region-wide benefits in terms of time savings.
- improve regional access to centers.
- not provide significant benefits for trucks.
- cost about \$522 million (in 2004 dollars) with a \$481 million gap given expected funding levels.



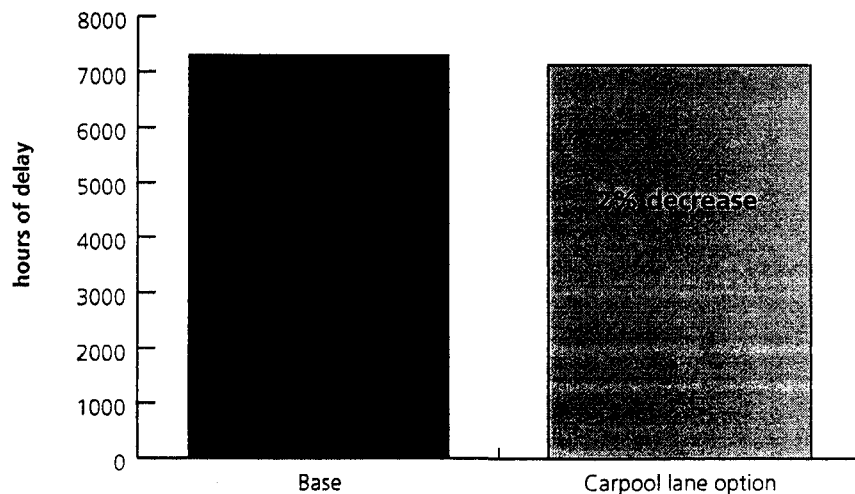
### North-south corridor volumes

would increase the volume on Highway 217 and slightly decrease the volume on surface streets



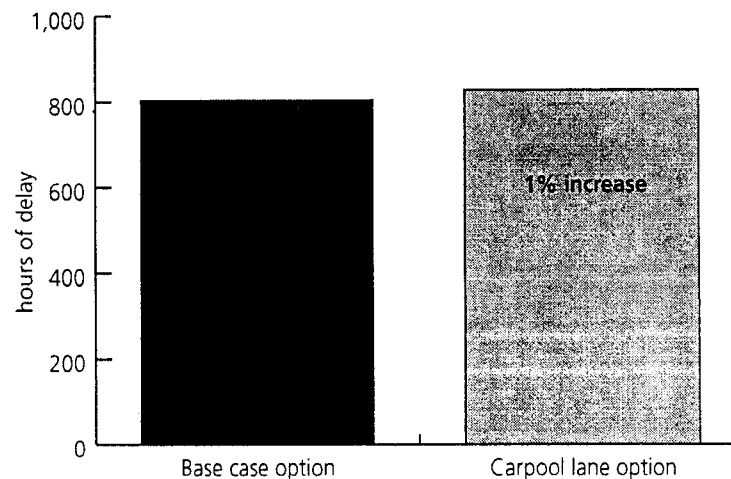
### Drive time from I-5 to US 26

would reduce drive time between I-5 and US 26 by about 40% for drivers in the carpool lanes



### Congestion on surface streets in corridor

would slightly decrease congestion on surface streets



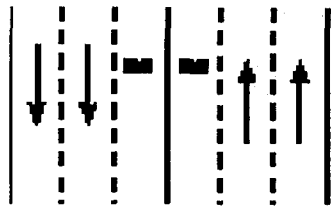
### Congestion on Highway 217

would slightly increase delay for cars on Highway 217

## OPTION 5: SIX LANES WITH RUSH-HOUR TOLL LANES OPTION

### Overview

In other cities, a concept called rush-hour tolling, or value pricing, has been successfully implemented to give drivers another option



to sitting in traffic and to help fund construction of new lanes. In this case, rush-hour tolling would include building a new lane on Highway 217 that drivers would pay a fee to use during the peak

hours. The toll would only be applied to the new lane and would be assessed electronically without requiring drivers to stop at a tollbooth. The toll would vary so that it would cost more to use the lane when the highway is most congested, providing a reliable choice for drivers.

This option would include:

- six lanes on Highway 217 from US 26 to I-5
- one lane in each direction would be a rush-hour toll lane
- express bus routes that would use the toll lanes to connect Tualatin and Lake Oswego with Washington Square and the Sunset Transit Center
- braided ramps or consolidated interchanges
- improvements included in the base case option.

In this option, drivers would access the toll lane by merging across traffic and entering where there are gaps in the painted line separating toll traffic from regular traffic. Going north, drivers could enter the toll lane after the Highway 99W and Scholls Ferry Road entrances and leave before the Canyon Road and Walker Road exits.

Going south, drivers could enter after the Canyon Road and Denney Road entrances and leave before the Scholls Ferry Road and Highway 99W exits.

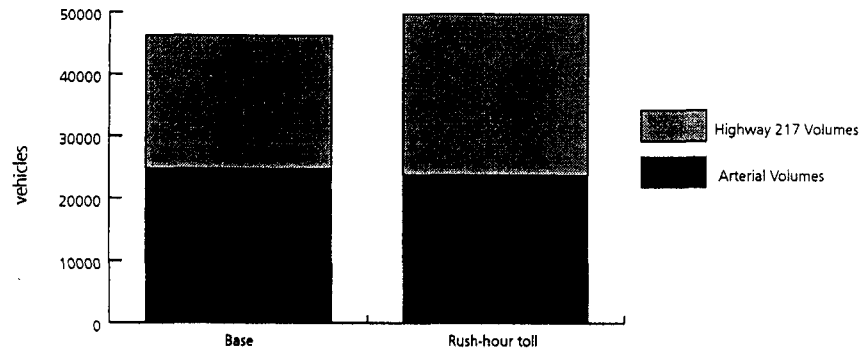
The rush-hour toll lane could include an extra lane on entrances at Barnes Road, Walker Road and Beaverton-Hillsdale Highway going south and at 72<sup>nd</sup> Avenue, Highway 99W and Greenburg Road going north to allow drivers using the toll lane to bypass ramp meter queues.

This option would likely have similar social equity impacts as other toll projects where the lane is used and liked by people from all income groups, but it is used by wealthier people more often. The toll would be charged to people who use the new lane which could be considered more fair than a gas tax increase that charges everyone the same amount regardless of where or when a person drives.

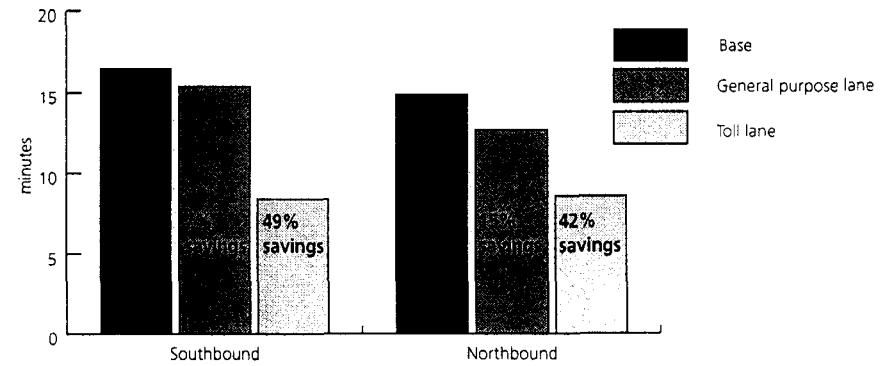
### Highlights

Compared to the base case in 2025, this option would:

- resolve merge/weave problems that lead to backups.
- impact two to five acres of wetlands.
- possibly impact some properties.
- increase trips using transit.
- provide region-wide benefits in terms of time savings.
- provide significant benefits for trucks.
- improve regional access to centers.
- cost about \$564 million (in 2004 dollars) with a \$124 million gap given expected funding levels and toll revenues.

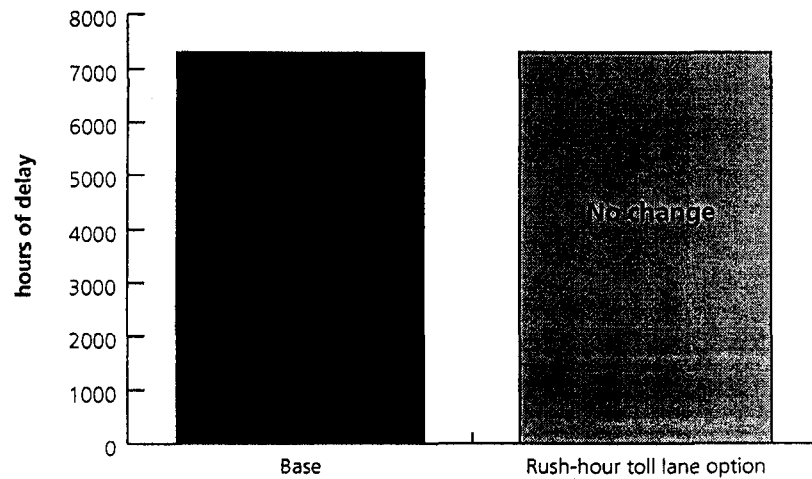


**North-south corridor volumes**

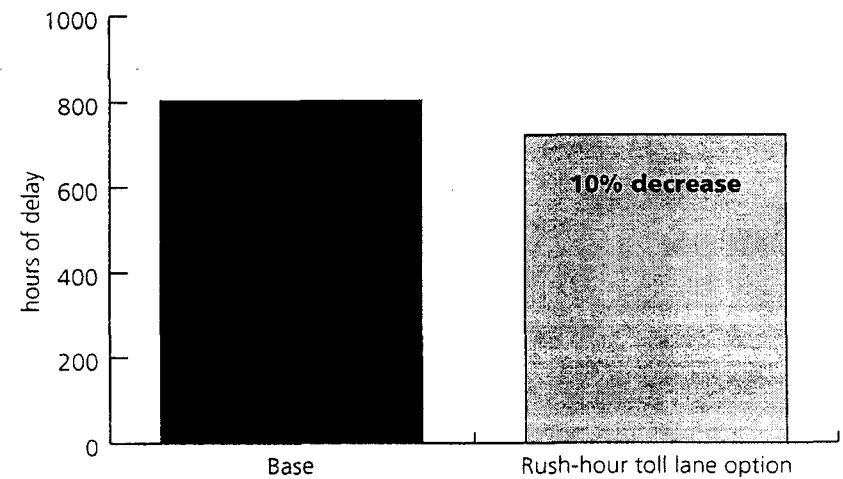


**Drive time from I-5 to US 26**

would significantly reduce drive times in priced lane and provide a reliable trip for all drivers



**Congestion on surface streets in corridor**



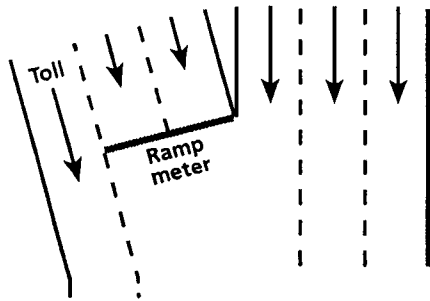
**Congestion on Highway 217**

would relieve overall congestion on Highway 217

## OPTION 6: RAMP METER BYPASS OPTION

### Overview

Another way to apply the rush-hour tolling concept would be to offer drivers a choice to wait at ramp meters as they do today or pay a toll to avoid waiting on the ramp. This option would include a new lane on the freeway that would be open to all traffic. Like rush-hour tolling, tolls would be assessed electronically without requiring drivers to stop at a tollbooth and would vary based on the level of congestion.



This option would include:

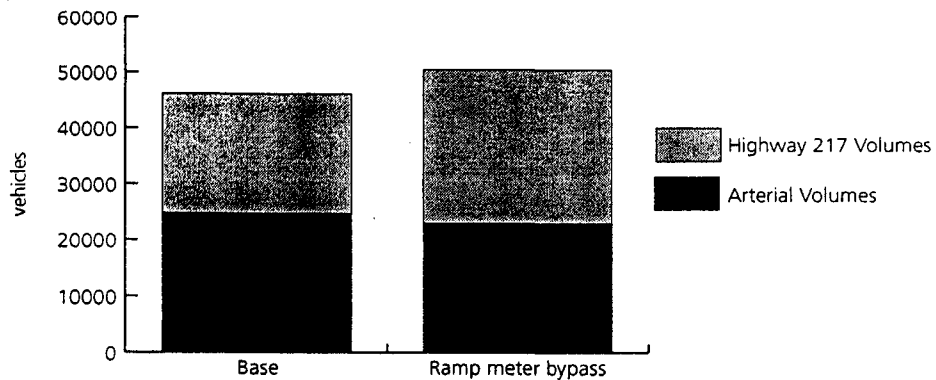
- six lanes (three in each direction) on Highway 217 from US 26 to I-5 with all freeway lanes would be open to all drivers
- an extra tolled lane on some entrance ramps
- two new express bus routes that would use the ramp meter bypass and provide service between key corridor destinations
- braided ramps or consolidated interchanges
- improvements included in the base case option.

The ramp meter bypass would be added to entrances at Barnes Road, Walker Road, Beaverton-Hillsdale Highway, Allen Boulevard, Scholls Ferry Road, Greenburg Road and Highway 99W going south. Going north, ramp meter bypasses would be added to entrances at 72<sup>nd</sup> Avenue, Highway 99W, Greenburg Road, Scholls Ferry Road, Allen Boulevard and Canyon Road.

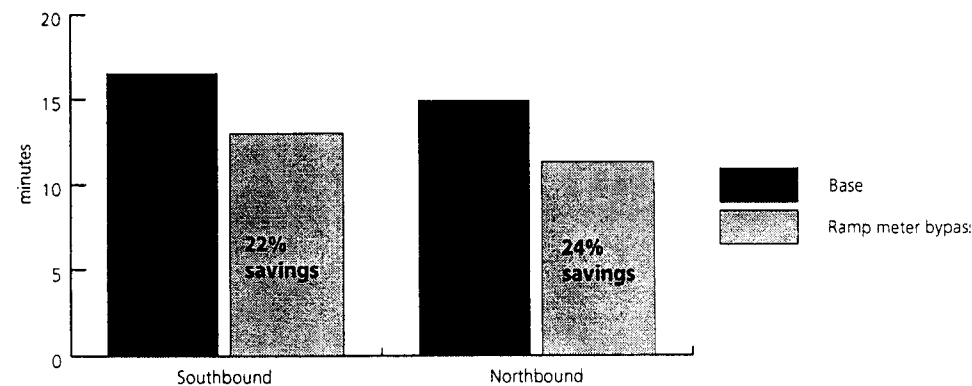
### Highlights

Compared to the base case in 2025, this option would:

- resolve merge/weave problems that lead to backups on Highway 217.
- impact two to five acres of wetlands.
- possibly impact some properties.
- increase trips using transit.
- provide region-wide benefits in terms of time savings.
- improve regional access to centers.
- provide significant benefits for trucks.
- cost about \$510 million (in 2004 dollars) with a \$404 million gap given expected funding levels and tolling revenues.

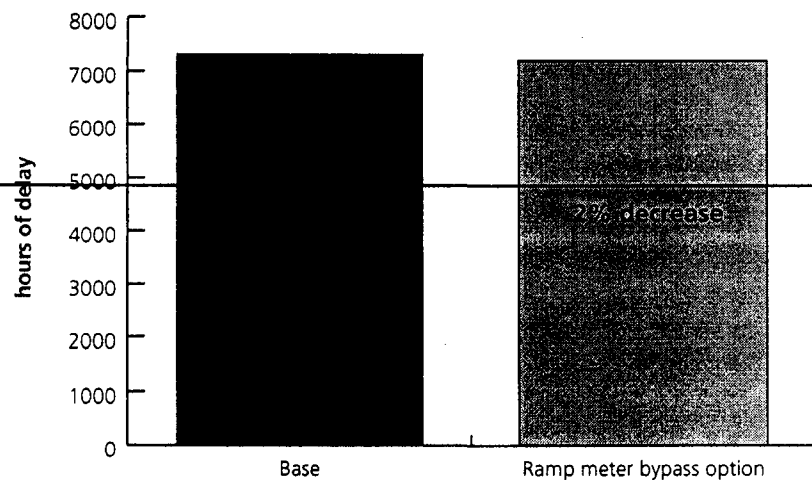


**North-south corridor volumes**



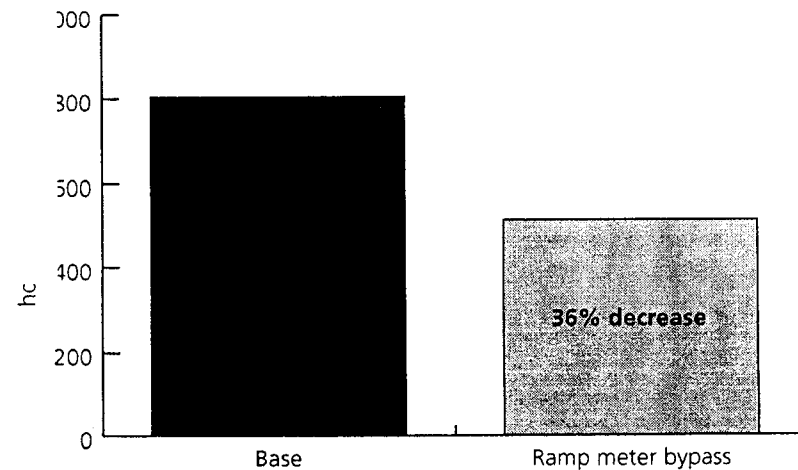
**Drive time from I-5 to US 26**

would significantly reduce drive time on Highway 217



**Congestion on surface streets in corridor**

would slightly reduce delay on surface streets



**Congestion on Highway 217**

would significantly reduce delay on Highway 217



METRO

**Date:** December 16, 2004  
**To:** Joint Policy Advisory Committee on Transportation  
**From:** Gerry Uba, Projects Manager, Planning Department  
**Subject:** 2004 Performance Measures Report

**Purpose**

State law and Metro Code require completion of performance measures (see background below). The completed 2004 Performance Measures Report is now ready for the Metro Council review and adoption. In addition, staff intends to prepare a summary version of the performance measures report suitable for wide public use.

The following documents are attached.

1. Metro Council Resolution No. 04-3513;
2. Exhibit A to Resolution No. 04-3513;
3. Staff Report to the Resolution (and attachments)

The Resolution No. 04-3513 would:

1. Adopt the 2004 Performance Measures Report in compliance with ORS 197.301(1) and Metro Code sections 3.07.910 and 3.07.920B;
2. Direct staff to submit the 2004 Performance Measures Report to the Oregon Department of Land Conservation and Development, in compliance with ORS 197.301(1); and
3. Initiate the amendment of Title 9 (Performance Measures) of the Urban Growth Management Functional Plan to respond to the changes in the 2040 Fundamental that MPAC has previously recommended;
4. Initiate the comparison of the findings of the Metro performance measures project to the performance measures findings of similar metropolitan regions.
5. Set a stage for next performance measures report in 2006 that reflects progress on measures in the 2003 and 2004 updates.

**Background**

In March 2003, the Metro Council adopted the first (2003) performance measures report (Ordinance No. 03-991A), and the report was submitted to the Oregon Department of Land Conservation and Development as required by law. The 2003 Performance Measures Report established a methodology for conducting subsequent performance measurements. That methodology established eight 2040 Fundamental goals from various policies adopted in Metro plans that were later incorporated into Title 9 of the Functional Plan as directed by the Council (Resolution No. 03-3262).

While adopting the 2003 Performance Measures Report, the Council directed staff to prioritize the 138 performance indicators identified to evaluate the implementation of the 2040 Growth Concept, and potentially reduce them. MTAC and TPAC worked with staff to propose

reorganization of the performance indicators (as recommended by their joint performance measures subcommittee). In September 2003, staff updated the Council on a basic reorganization methodology for reducing the number of indicators proposed by MTAC and TPAC.

On November 12, 2003, MPAC reviewed the proposed reorganization of the performance measures. During the review, MPAC recommended (by unanimous vote) minor changes in the wording of four of the eight 2040 Fundamental goals for Metro Council consideration and adoption.

The overall results of the review of the proposed reorganization of the performance indicators include:

- a) Minor edits to four of the eight 2040 Fundamentals
- b) A reduced set of indicators (32) that were redefined to be broader statements of intent behind Metro's regional policies adopted to implement the 2040 Fundamentals;
- c) Data factors that supply specific information and data to answer the questions posed by the indicators.
- d) New data on topics such as property tax revenue, school performance, and jobs in 2040 Centers.

From September through November, Metro staff made presentations of the findings of the 2004 Performance Measures Report to the Metro Council, MPAC, MTAC and TPAC.

#### **Requested Action**

This memo and the accompanying second progress report on 2040 growth management policies are provided for JPACT review and comments.

cc: Metro Council  
David Bragdon, Council President  
Michael Jordan, Chief Operating Officer  
Andy Cotugno, Planning Director  
Chris Deffebach, Long Range Planning Manager